

THE WEBSTER-RANDOLPH SCENIC RAILROAD

A publication dedicated to the establishment of the world's longest scenic railroad.

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NUMBER 3

JANUARY 8, 1971

WEBSTER SPRINGS, W. VA.

Steam Returns To Webster Springs

by G. Leroy Crislip

The train will rail! These words seem almost too impossible to be true, but after all the months of planning and working, the scenic railroad team, led by D. P. "Sheriff" Given, has managed to arrange two railroad excursions on May 1 and 2 originating in Webster Springs.

Cass Scenic Railroad equipment, led by one of the Shays or the Heister, will arrive in Webster Springs during the afternoon of April 29, 1971, after completing a 128-mile journey over the C&O and Western Maryland. On May 1, what can unofficially be called "the first trip of the scenic railroad," will be made.

Plans call for the train to depart Webster Springs at 8:00 a.m. and travel up Elk River on the Western Maryland Railroad to Bergoo where a photo run will be made across the trestle at the lower end of town. Near this point is the site of a former sawmill owned by the Pardoe & Curtin Lumber Company in the olden days of logging. Also nearby is the former shop build-

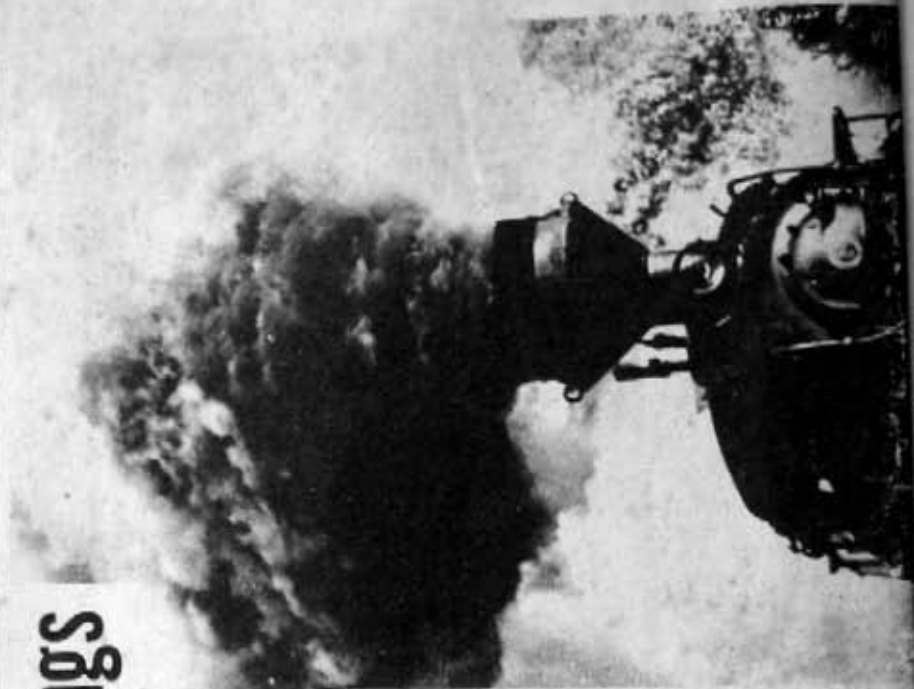
July 16, 1970 flood, the train will travel over the grade of the former Greenbrier, Cheat & Elk Railroad, which at one time extended from Cass in Pocahontas County to the headwaters of Leatherwood Creek up in the valley from Bergoo. Here the hills once resounded with the music of the steam locomotives -- first the Shays of the G. C. & E., next the narrow gauge Shays of Pardoe & Curtin, and then the Consolidations and other types of the Western Maryland. The railroad fans will be travelling through a land truly rich in railroad lore. If the traveller looks high upon the mountain to his left while moving out of the town, he may be able to see the grade used by the Pardoe & Curtin trains.

Soon the train will arrive at what is known locally as Number Four, a former coal mining area which kept the trains of the Western Maryland busy for many years. A short distance further on, the train will stop at scenic Whittaker Falls. Photographers will be certain to want to take many photos of this scenic area along Elk River before journeying onward to the

make for an interesting scene. One large exposed section of the bedrock in this area was for many years the popular site for dances and celebrations.

Shortly the train will come to Laurel Bank or Slaty Fork as it is locally known. This point 31.3 miles from Webster Springs will be the turning around place for the trip, and the passengers will have a chance to get something to eat. The Western Maryland boarding house can be seen within the wye. Here in days gone by helper locomotives and crews were on hand to assist the heavy coal drags coming up Elk River to challenge "the hill."

With lunch over, the train will travel slowly but steadily back down Elk River to Webster Springs. Scenes missed on the morning journey can now be viewed, and the wise traveller will no doubt move to the opposite side of the car from which he rode earlier to see the "second half" of this very scenic land. All good things come to an end, and this must be true with the railroad excursion. The train will fall into Webster Springs



Justification For A Railroad

by Clifford P. Carpenter

Beauty is only skin deep - an adage from bygone years - might be paraphrased to say scenic beauty is only surface deep. To the eye of the tourist, sightseer, or just plain nature lover, scenic beauty can and does take many forms and thus somewhat supports the idea that a person sees just what he looks for. The goldenrod flower is rather picturesque in the fall of the year, but to the hay-fever sufferer, the season of the goldenrod is the season not to be caught without those blessed, breath-giving, decongesting pills.

However one looks at our 559 square miles of nature here in Webster County, pros and cons will arise from all quarters. Consequently, this article is written from the biased viewpoint of a nature enthusiast that realizes his goldenrod may very well cause some of you to sneeze. Also, this article is designed to put stion "What is in Webster County to warrant a scenic railroad in the first place?"

In the first place, second place, etc., Webster County is isolated and this writer likes it that way. The mountain roads which semi-drivers curse, are in their own way, like an insurance policy for people that can't stand the thought of a hustling, bustling city. To a lot of people, the peace and solitude that abounds around us makes Webster County a haven for frayed nerves. We are isolated, of that there is no doubt; moreover, we are likely to stay that way until the helicopters become as common as automobiles. But this only adds to the already quaint and old-timish atmosphere in our county which is, in itself, a type of scenic beauty.

Along the more natural line, the mixture of glades and forests found here is somewhat an oddity. The glades, for which Glade District was named, do not occur frequently in West Virginia. Several reasons have been put forth for their existence - some people say Indians burned the areas so often that trees were killed out; others feel that soil conditions prevent the growth of trees; but then the soil and climate might favor the growth of grass more than it favors the growth of trees and thus the trees can't compete with the grass (such as the conditions in the prairie states) - but whatever the rea-

son, the area does serve to attract people that are interested in that type of botanical situation.

The forests here exhibit both the northern hardwoods and conifers at elevations above 3000 feet (or in local "frost pockets"), and the central hardwoods at lower elevations. This condition lends us a much greater variety of plant and animal life than can be found in many sections of the State. Too many times we think only to harp about how poor we are economically and how isolated we are without considering our blessings in terms of mountains, trees, flowers, streams, and wildlife. We have had all these things for so long in Webster County that we now take them for granted without pondering what life would be like without them.

More specifically, along the trackage of the proposed scenic railroad, many sights are to be found that would delight the senses of the most staunch of city dwellers. In some instances, the combination of man and nature presents scenes worthy of mention.

Nothing could be more scenic to this writer at this time than to see an old locomotive of any make or variety, build up a head of steam at the old depot in Webster Springs for the beginning of a smoky, noisy trip upstream along Elk River.

The track itself, winding and twisting along the river possesses some sort of magical attraction whether viewed on a misty morning or a stifling hot afternoon. Those people in the know have pronounced the track in excellent condition with nothing more than normal maintenance required to keep the track in condition for passenger train operation.

While waiting for that head of steam to build up, a visitor could take a short trip through the nearby railyard (wood rails, that is) to watch how the highly popular rail fence is made. Many of the yard's products are shipped as far as the Mississippi Valley. Just an example of a small industry that could not exist if poor, isolated Webster County did not have all these hills covered with trees. Though a lot of people have seen the modern-style rail fence, few have actually seen it made.

As indicated, scenes of interest



crop up before a scenic train would leave the depot. Sure, it's common to us, but not to the tourists that will come to ride a scenic train. Another close-at-hand attraction will be the Native Arts and Crafts Shop on Golden Shore. Here the tourists can purchase items of local culture and craftsmanship that will serve as souvenirs of the train trip. The articles at the shop show that skilled tradesman have been at work and points out a relatively untapped resource here in the county.

When the train finally blows its whistle and gets underway, it will travel only a short distance before other noteworthy scenery appears. Webster Springs High School, rather astutely situated along the riverbank in a residential area, would loom out of the early morning mist as a concrete reminder that civilization will forever remain tucked away in the halls of a somewhere land. Immediately beyond the school, Nature makes her presence known at Woodell Falls. Whether seen with its icy beard in the winter time or through a shroud of mist in the summer, visitors will never see the sun's rays strike the mossy cliff that creates the falls. In the cove behind the falls, about fifty species of plants can be found, a factor attributed to the frost pocket that dominates that area.

Behind the A & P Store and in the river by the School, can be seen two of the three outcroppings of limestone that are to be found in the Elk River in Webster County.

At the eastern end of the Town is an item of interest that must surely be found in the annals of every town or city. Whether viewed with wide-eyed fright from the top or from a crumpled heap at the bottom, Lover Leap is most

Editor's Note

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river. Leather wood of Creek. A flashflood caused some damage to the existing and roadway last July 16. effects are still evident.



THE BIG CUT, built in 1910, would be a major point of interest along the scenic railroad. This photograph was made during the first inspection trip after which plans were formulated for the Webster-Randolph Scenic Railroad.

Photo by G. Leroy Crislip

After passing Bergamo, the time is wasted in getting variable boundary between trail hardwood forest (with dry, yellow poplar, oak and the northern hardwood sporting mostly beech, sugar maple, and yellow birch. the mountains, the northern region is reached. thickly matted red soil give the mountain top appearance of a Mohawk hair. Whittaker Falls will become a regular scenic route. Short falls exhibits the water Falls - a soft layer beneath the more-resistant sandstone is gradually leaving no surface which eventually takes its own weight. Now, the falls will be more than a rapids.

The Big Cut, with the Cass River most visitors. fossil hunters, mostly by hand workers. It is and about 300 feet a monument to a pioneering spirit in this country. These were

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Editor's Note:

In days gone by, iron man and machines struggled to extract the timber from the rugged slopes throughout the state. Granted, in most instances, the sole governing motive was profit; however, the men whose very existence depended upon the pulling of crosscut saws, swinging an axe, or crawling over the ice-covered logs to set the brakes of several cars of a Shay-drawn logging train, have become a part of history which will always be a nostalgic memory in the minds of Americans everywhere--and in those of West Virginians most of all.

It is the hope of the editor and authors of this publication that the logging train can once again make its music throughout the land along the Western Maryland and Cass Scenic Railroads from Elkins in Randolph County through Pocahontas County to Webster Springs in Webster County. An area developed by the logging railroad can once again be developed but in such a way as to not mar the land for future generations. The trains will run again, but this time the cargo will be tourists, worth far more in relative weight than logs, and capable of appreciating the scenic beauty of this wonderful land.

Many people have been asked to help with this project, but few have responded. People seem content to let some one else do all the work and then reap the economic benefit for free. Perhaps our society has degenerated to this, but when one looks at the persons contacted for financial support who would have stood to profit from the railroad, but did not offer any assistance at all, one must wonder that money could possibly mean so much. Some of these individuals can remember when the area was known for its appeal to tourists and can also remember that unconcerned residents allowed this type of industry to die. Can the power of the almighty dollar be so great that the lessons of the past are ignored just to save a few dollars and then lose in the long run?

If those persons known as the "railroad team" had been paid for their many hours of work with the project, the bill would be in excess of \$100,000.00. They cannot and do not expect to ever make any money from the scenic railroad; their only reason for doing what they have done is their love of railroads. They want to see people come to the area to get a taste of the sights and sounds of the railroads of the past on what will be the world's longest scenic railroad.

It is to this end that the Webster-Randolph Scenic Railroad Team has devoted its time and effort, and now dedicates this paper.

G. Leroy Cristlip, Editor
 January 8, 1971

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surely a cliff that a person would step over only after due thought and consideration had been given to what the future offered - and even then, not needlessly.

Then, there is Cherry Falls and its namesake Cherry Falls - a quiet sort of rapids that makes no more than a dent in the Elk's glassy surface. On upstream to Parcoal and Curtin, scene of the Pardee and Curtin Lumber Mill which is a rather large operation that also exports products. The mill utilizes the railroad as a vital link for moving products to market.

Next comes Bergoo, an old mining and logging town that still feels the effects of those heyday years every time two large-size raindrops fall in the same place in either Leather wood or Bergoo Creek. A flashflood caused extensive damage to the existing bridge and roadway last July 16 and the effects are still evident.

After passing Bergoo, the grade begins to rise quickly. Not much time is wasted in getting to the variable boundary between the central hardwood forest (with its hickory, yellow poplar, oak and ash) and the northern hardwood forest sporting mostly beech, sugar maple, and yellow birch. Further up the mountains, the northern conifer region is reached with its thickly matted red spruce that give the mountain top the appearance of a Mohawk haircut.

Whittaker Falls will undoubtedly become a regular rest stop on the scenic route. Short but wide, the falls exhibits the woes of Niagara Falls - a soft layer of shale underneath the more-resistant top layer of sandstone is gradually washing away leaving no support for the top which eventually breaks off from its own weight. Many years from now, the falls will be nothing more than a rapids.

The Big Cut, near the junction with the Cass Railroad, will awe most visitors. Not of interest to fossil hunters, the cut was made mostly by hand in 1910 by Italian workers. It is about 100 feet high and about 300 feet long. It stands as a monument to the forceful pioneering spirit that once prevailed in this country.

There were but a few of the

points of major interest along the track to Bald Knob in Pocahontas County, but to be emphasized here is the fact that scenic beauty prevails all along the track and tourists will need necks made of rubber if they are to see everything.

There is one final point of attraction to be mentioned, and it was left intentionally until last. In Webster Springs there is to be found something called salt-sulphur water that no visitor to Town should miss, but each visitor should have, as I have had, the privilege of making it the first or last item on his agenda.



Collection of Georgia Donald

Wooddell Falls opposite the present Webster Springs High School building provide a part of the scenery along the future scenic railroad. This photo was taken before the Western Maryland was built.

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ALONG THE SCENIC RAILRO

(By Gordon T. Hamrick - Continued from Page 14)

which has survived two flash floods in less than forty years - leads one into the old Western Maryland Railway yard complex. Just across the bridge, on the right, stood the depot; all that remains are a few concrete pilings. A few yards further upriver, where the equipment shed now stands, stood the water tower. At one time, a half dozen Baldwin engines could have been found in the yard at any given time; today, only the echoes of whistle and hiss of steam remain. The sidings sit empty, rails rusting, ties rotting.

Leaving Bergoo, the Scenic Railroad hugs the cliffs on the right. To the left, the highway shares the available space with the river. Every so often, these two contest the existing space; the river usually wins. Man may interfere with the river; he cannot tame or control it. Even the railroad is not immune to the ravages of the surging waters. Mute evidence of these constant skirmishes is found in the driftwood piled along the right-of-way.

At Bergoo Creek, the highway swings across the river, while the railroad continues on the right of the river. Evidence of one-time human habitation is visible along this stretch of railroad. Brush-choked river bottoms attest to one-time farms. Remains of various types of buildings are visible at different places. A patch of light-colored greenery on a slope tells of a hardy pioneer. Here and there, remains of suspension bridges remind the traveler that at one time, the railroad was the only means of access to the outside.

At Byers (Mine No. 4), the Pardee and Curtin tippie complex sits, silent and rusting, the sidings overgrown with weeds and brush. The river bottoms opposite the tippie, which once housed the Western Maryland Railway section crews and water tower, are slowly growing up in timber.

yet to carry it's first load of coal. Difficulties of an unknown nature - possibly a question of mineral rights, a right-of-way problem, or insufficient coal to justify mining - caused the bridge to be abandoned. Although an occasional enterprising four-wheel drive enthusiast may cross it, it is generally limited to foot traffic - fishermen and hunters.

From Whittaker Falls, it is only a short distance to Hickory Lick and the former Bethlehem Steel Company mines. The tippie complex has fallen upon hard times, and sits silent, vacant windows staring over the once industrious area. The catwalks have fallen in; parts of the roof are askew. Some enterprising individual is building a loading platform on one of the sidings. Presumably, coal is to be trucked down from a strip mine on the mountain to the siding. Mercifully, the loading platform is on the side of the river opposite the Scenic Railroad. The road leading up the mountain is real - and ugly.

A few miles above Hickory Lick, the Greenbrier Limestone rises above the drainage and, after a distance of a mile or so, is elevated sufficiently for the railroad to cross it. Thereafter, the cliffs on the right are formed by the Greenbrier, rather than the Webster Springs sandstone which has predominated since leaving Webster Springs. At this point, also, the railroad swings almost due south for the run to Slaty Fork. To the right, Sharp's Knob is visible; visible also is the evidence of a change in the flora. Hardwoods no longer dominate the mountain tops; patches of what once was an unbroken stand of Red Spruce can be seen.

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The cliffs along the entire length of the Scenic Railroad, which were once blasted from living rock to form a roadbed, have attained a serene maturity. Except for an occasional fresh scar caused by recent fracturing of the rock, most of the cliffs are covered with lichens and mosses. The violence required to create the roadbed is no longer in evidence.

Above Byers, the railroad opens into some of its longest and straightest stretches. Between Big Run and Whittaker Falls, the run is through a spectacular area. A massive cliff on the left of the river reaches some three hundred feet vertically. Across the face of this cliff, the secondary highway that provides access to the area winds precariously.

Whittaker Falls, on the Webster-Randolph County line, was once a magnificent view. Alas, but time has taken its toll. What was once a thirty-foot flume at the turn of the century has degenerated into little more than a glorified rapid. The terrible scouring power of a swift-flowing stream is in evi-

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Many years ago, Aldo Leopold wrote, "Recreational development is not a job of building roads into lovely country, but of building receptivity into the still unlovely human mind. We owe it to ourself and to the good earth that supports us to curb our avarice to the extent of leaving a few spots untouched and unexploited . . ." The Scenic Railroad proposes to do this by utilizing already existing facilities to give the tourist a leisurely contact with nature and the past.

EPILOGUE

The foregoing is a reasonably complete representation of my impressions and notes; the impersonal view recorded by a well stopped-down camera lens is quite different. The route out of Webster Springs by rail is no different from any other city, regardless of size. Shacks with rusting washing machines on the porches line the right-of-way. Old beer cans, automobile hulks, automobile tires, and other debris line the right-of-way and the streams. Scattered garbage dumps are visible along the highways. Abandoned coal tippie and slag heaps dominate the landscape. The hills are criss-crossed by a maze of roads, leading to mining operations or to lumbering operations. Each rain contributes its quota of precious

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Just above Whittaker Falls is a
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criss-crossed by a maze of roads,
leading to mining operations or to
lumbering operations. Each rain
contributes it's quota of precious
topsoil to that already in the stream
channels - and to the mudflats in
Sutton Reservoir.

One fact is inescapable - the
extractive industries as presently
operating are not compatible with
tourism. We can have one or the
other; we cannot have both operat-
ing in the same are concurrently.
Which will it be? If the Scenic
Railroad is to become a reality,
Webster County must roll up it's
collective sleeves and get down to
the serious business of cleaning
up the landscape.

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Photo by G. Leroy Crislip

ALTHOUGH IT IS NOT KNOWN at this time whether or not the scenic railroad will operate during the winter, that season provides some spectacular scenery along cliff-bound Elk River.



ALTHOUGH IT IS NOT KNOWN at this time whether or not the scenic railroad will operate during the winter, that season provides some spectacular scenery along cliff-bound Elk River.

Photo by G. Leroy Cristlip



THE GREENBRIER LIMESTONE has been worn into interesting pattern in Elk River below Whittaker Falls.

Compliments



GO . . .

to the specialist who displays this Sign of Good Service



Webster
Springs.

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as presently
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have one or the
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PHILOGUE

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LOGGING RAILROADS AND LOGGING CAMPS

(By Gordon T. Hamrick - Continued from Page 6)

At Bill McCourt's Leatherwood camp, the family I visited was that of Ray Bright. Ray was "lobby hog" for the camp. His son, Shirley, and I were in the same class and became great friends. I thought nothing of the four miles or so to hike to and from school. All I was interested in was what went on at the camp. If I was lucky, one of the teamsters would even let me take his team to water, and it was really a thrill to be entrusted with the care of those animals.

Since my father was a logging contractor, animals and I were no strangers. However, my father used mostly mules on his jobs and for this reason, they were known as "The Jackass Jobs." Over the years, we had a variety of critters, some exemplary, but mostly ornery. There was "Mable" gentle and intelligent, but she could not stand a kid. There was "George", who had as foul a disposition as anything or anyone I have ever met. He came from Virginia as a half-broken two-year old. During his first week in the woods, he nearly lost a foot when he failed to get out of the way of a trail of logs headed downhill.

George retained his foul disposition to the end; he was never ridden, and to shoe him, it was necessary to rope him in the "stocks."

Among the other animals, there was a pair of medium-weight horses, named "Charlie" and "Fannie." Charlie was of a placid disposition, and would stand while kids crawled around, over, and under him, or swung on his tail. He thought, however, that four-thirty a.m. was a fine time to kick the siding off his stall. Every barn he was stabled in could be recognized by the lack of siding around his stall. "Fannie", while not as placid as "Charlie", was intelligent and easy to handle; indeed, like most women, she often had a mind of her own and acted without direction from the handler.

None of the animals my father used could be compared with the horses used by McCourt. I did not realize until much later that the animals my father used were selected with a view toward their being able to move quickly; McCourt's animals, on the other hand, were selected for their ability to pull a heavy load.

For logging horses, Bill Mc-



A Pardee
and lots of it.

a matched pair of weighed 2200 pound horses, like all logging bridles with short n... the boy on the back... critters with a sh... when the horse rea... drink, the boy is g... splash. The few tin... to drink, one or th... be sure to switch his... in the drink I would... lot of time drying o... of the boarding hous... In later years, I sus



PINING



From the Knicely Collection

A Pardee & Curtin logging camp lacked much in appearance, but there was always good food and lots of it.

a matched pair of grays which weighed 2200 pounds each. The horses, like all logging teams, had bridles with short reins. Put a little boy on the back of one of those critters with a short rein, and when the horse reached down to drink, the boy is going off with a splash. The few times I led them to drink, one or the other would be sure to switch his head, and off in the drink I would go. I spent a lot of time drying out in the lobby of the boarding house that winter. In later years, I suspected that the

team had been well trained.

In every logging camp, there was sure to be a number of mongerels of indeterminate breed. We would borrow a lantern from the stable hand, cuff up a lazy dog or two, and set forth on a coon hunt. The late Robert Ruark once expressed the opinion that any man who went coon hunting was simply looking for an excuse to get drunk and fall into a brier patch. We didn't get drunk, but we did fall into a number of brier patches and knocked out the light. The natural state of

events is that you have no matches, and you are faced with the certain knowledge that between you and camp lie a number of brier patches, several miles of rough territory, a number of streams, all of which are certainly inhabited by bears and other animals of strange sorts. Things like this lend a certain zest, not to say speed, to the return to camp. We never did encounter a coon - I don't know what we would have done had we accidentally tripped over one. Probably we would have been as surprised as the coon. The dogs weren't content with a day's returning in the middle of the night, brier scratched, shins barked, and about half-asleep, there are few things as cheerful as a fire in the kitchen, with a cook who is tolerant and understanding of little



Maybe it was luck that kept a

by McCourt. I did
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Knically Collection
 scene. This was



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 rooms as teachers
 have fewer problem
 delinquency.



From the Knically Collection

Eli "Rimfire" Hamrick, the Typical Mountaineer; was one of the early
 Webster County woodsmen.

WEBSTER INSURANCE AGENCY

"COMPLETE
 and
 EXPERT
 INSURANCE
 SERVICE

THE HUB STORE

...lost a foot when
to get out of the way of
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For logging horses, Bill Mc-
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cious sense of humor. One of the

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From the Knicely Collection

HORSES WERE A MAJOR PART of the early logging scene. This was
surpower in the broadest sense of the word.

DODD & HURT



The Webster Springs, West Virginia, around 1912, is a black and white photograph of a small town. The town is built on a hillside, with a river or stream flowing through the center. The houses are small, one-story buildings, and the streets are narrow. The photograph is taken from a high angle, looking down on the town. The town is surrounded by hills and fields. The photograph is a historical record of the town's appearance at the time.



Webster Springs, West Virginia, Around 1912

The author has attempted to identify the buildings of Webster Springs shown in the photograph. The numbers in the photograph correspond to the following list: (1) Church; (2) Hicks Building; (3) Skidmore Hotel; (4) Free People's Store; (5) Withers; (6) Morton's; (7) Rinefire Hamrick; (8) Wither's; (9) Wither's; (10) Wither's; (11) Wither's; (12) Wither's; (13) Wither's; (14) Wither's; (15) Wither's; (16) Wither's; (17) Wither's; (18) Wither's; (19) Wither's; (20) Wither's; (21) Wither's; (22) Wither's; (23) Wither's; (24) Wither's; (25) Wither's; (26) Wither's; (27) Wither's; (28) Wither's; (29) Wither's; (30) Wither's; (31) Wither's; (32) Wither's; (33) Wither's; (34) Wither's; (35) Wither's; (36) Wither's; (37) Wither's; (38) Wither's; (39) Wither's; (40) Wither's; (41) Wither's; (42) Wither's; (43) Wither's; (44) Wither's; (45) Wither's; (46) Wither's; (47) Wither's; (48) Wither's; (49) Wither's; (50) Wither's; (51) Wither's; (52) Wither's; (53) Wither's.



Webster

The author has attempted to identify the majority of the buildings shown in the above photo by talking with several of the town's residents who could remember Webster Springs of 1912. The type of building or the owner and in some cases both are: (1) Elmer Hamrick; (2) Woodale; (3) Daily Blacksmith Shop; (4) Methodist Church; (5) Dormitory; (6) Tom Daily; (7) Woodsel; (8) Skidmore (9) Dr. McLaugh-

ton's office of tourists.

It is hardly a coincidence that the name of the town was changed to Webster Springs in 1903; that construction of the now-famous Webster Springs Hotel was begun in 1904; and that the Honorable John T. McGraw chartered the West Virginia Midland Railroad, which swallowed the Holly River and Addison Railway Company, in 1905.

The Honorable John T. McGraw, from Grafton, W. Va., was a man of vision and ambition. He owned timber and mineral interests in the Webster Springs area. Development of the industrial interests required a railroad; why not develop the tourist facilities at the same time? And Col. McGraw forthwith set forth to make Webster Springs one of the nation's best known

tourist attractions. The Webster Springs road, a branch of the Ohio Railroad, was a masterpiece of engineering by McGraw. It crossed the river and Elk River cuts, and as a result the approach was as easy as

er Springs, West Virginia, Around 1

(10) Wayne; (11) Dyer; (12) Rimfire Hamrick; (13) Withers (14) Morison's;
(15) Trilford Mabel; (16) Kelly Hamrick; (17) Currey; (18) Hamrick Hotel; (19) Nichol-
son; (20) Cash Store; (21) Valley Hotel; (22) Hotel Rutherford; (23) Dr. Allen
(24) Mine; (25) Bennett; (26) Arthur; (27) Oakland Hotel; (28) Church; (29) Currey;
(30) Webster Echo; (31) Bank; (32) Couch Store; (33) Jail; (34) Court House;

ations.

Virginia Williams and
both of the Baltimore and
ed, was, in itself, a
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one of switchbacks ac-
dge between the Holly
ver, through deep rock
cross the high trestles,
th to Webster Springs
ngly arranged as if by

a movie director.

The Webster Springs Hotel, at
that time the largest frame build-
ing in the world and the second
largest hotel in West Virginia,
was a suitable setting for the
scene. Built largely of native

lumber, the Webster Springs Hotel
boasted of 300 rooms, a dining
room, a ballroom, Turkish and
Russian baths, plus a host of other

amenities, such as bowling alleys,
miniature golf courses, riding
bles, the best fishing in the coun-
Deep carpeting floored the ro-
and halls; the food was second
none. Stuffed and mounted head-
native game - deer, elk, buffalo
bison), bear, plus a host of le-
animals - lined the hallways
pond in back of the hotel spe-
geese and ducks. A walkway
as "McGraw's Promenade"
from the Hotel to the Salt Sul-

nd 1912

(36) Church; (36) Hicks Building; (37) Skidmore Hotel; (38) Gregory Hotel; (39) People's Store; (40) Tracy Building; (41) Truman House; (42) Miller; (43) Feed Store; (44) Enick Law Office; (45) Stable; (46) White; (47) Pool (48) Gillespie's Store; (49) Klondike; (50) Drug Store and Post Office; (51) Moore's Shoeshop; (52) Bowling Alley; and (53) Webster Springs Hotel.

wing alleys, a, riding alleys in the country. and the rooms are second to which heads of is, buffalo) or west of lesser alleys. A hotel spotted well was known

Well. (Contrary to popular belief, the Salt Sulphur Well is not the original Fork Lick Spring. The spring, located as it was, at the junction of the Elk and Back Fork of the Elk, suffered from pollution by flooding following each heavy rain. Addison McLaughlin drilled the Salt Sulphur Well some time between the years of 1850 and 1860, in search of salt brine. The

different levels. The water from this well is unique in the high carbon dioxide content, which gives it it's characteristic "bite." No other well in the state can claim such a distinction."

By the time Col. McGraw chart-ered the West Virginia Midland Railroad in 1905, the trickle of tourists into Webster Springs during the summer months had become

The Rise And Fall Of A Tourist Center

by Gordon T. Hamrick



The salt well lay as it had lain these many thousands of years, resting easily in the hollow hands of the rocks. Born of the earth's travail, the valley in which the salt well lay had come into being amid that period of mountain-building now known as the Appalachian Revolution. Amid the shattering of rock, the uplifting and fracturing of a continental vertebra, great fault cracks opened in the earth's crust.

This was a lonely land, rent and torn by earthquakes, its surface shattered and cracked. In an age long past, there had been greater rainfall and the area had rested under a warm, shallow, inland sea. Following the uplifting of the mountains, glaciers spread down from the north and rainfall became greater. Deep valleys were carved into the landscape, as the more resistant rocks on the ridges channeled the run-off into streams which gouged ever deeper into the crust of the earth.

After the glaciers retreated in the country to the north, rainfall became less. Vegetation appeared on the slopes of the mountains. A trickle of water high on a ridge seeped into a crack in the rock and disappeared, only to reappear in the river bed, far below. On its way through the rock strata, the water had picked up mineral salts in solution, and the last of the great reptiles paused along the river to drink of the salt solution.

There was a further rending of rock, and the last of the great reptiles vanished, a few lingering on to color the legends of the Indians who came drifting down from the north and from the west. The first of the mammals came to drink

at the salt spring.

Time passed, and several thousand years ago, a man came to drink, the first of the hunters and food gatherers to find this remote spot. The primitive man carried a stone hand-axe and a throwing stick with a spear. A deer came to drink, unaware that the hunter was crouched in the rocks and brush behind him. The deer heard the man when he moved to make his spear-thrust, but it was too late. The hunter skinned out his victim, ate a part of it, and departed for the west.

Few hunters came so far south or east. Hunting was good elsewhere, without crossing into the mountainous region. Only in times of necessity did hunters come so far south and east.

The white man settled the coast of North America, forcing the Indians deeper into the interior of the continent. Each succeeding wave of settlers moved westward, until, for a time, the Indians disappeared into the interior of the continent. The Indians, learning of the salt spring, returned here more frequently to hunt; yet, so far as can be determined, no Indian ever called the valley home. Game was plentiful, the Shawnee Indians named the river which flowed through the valley the Elk River - Elk Tiskel-wah, "river of fat elk."

In, or prior to, 1785, the valley was visited by a bearded stranger, a white man named Abram Meirs. The locality subsequently became known as Fork Lick, since the salt lick which gave the site its name was located at the junction of the Elk River and the Back Fork of the Elk River.

History does not record the name of the first settler at Fork Lick. When Webster County was created by an Act of the Virginia General Assembly, January 10, 1860, from Nicholas, Braxton, and Randolph counties, the statute provided that the name of the seat of justice - or county seat - should be Addison (from Addison McLaughlin, the owner of the land on which the town was located). An Act of the West Virginia Legislature in 1903 changed the name to Webster Springs.

Why Webster Springs, rather than Addison, one might ask? The answer is simple. Money. Tourist money. Fork Lick was well known as a mineral springs prior to the War Between the States. History does not record the name of the earliest proprietor to exploit the mineral properties of the spring. However, roads and railroads were non-existent; consequently, travel was limited to mule trail. Few travelers braved the wilderness to visit the mineral spring. A group of enterprising businessmen, who-

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The Webster Springs Hotel was during its existence(1904-1925) the largest frame building in the world having a total of 300 rooms. Many facilities even today considered luxuries were commonplace at this tourist center.



Number 10 of the W. Va. Midland loading at the platform across Elk River from the Webster Springs Hotel. The end of the suspension bridge can be seen at the left.

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The Holly River Railroad Company managed to complete construction of a narrow-gauge railroad as far as Hochmer on the Holly River in Webster County before it was acquired by the Holly River and Addison Railway Company. The line from Diana, on Holly River, to Addison, on the Elk River, was completed in 1901 or 1902. Presumably, the Webster Springs Hotel had also been completed by this time, to handle the



Clifton Trestle on the W. Va. Midland between Elk was typical of the "breathtaking" scenery along the ra

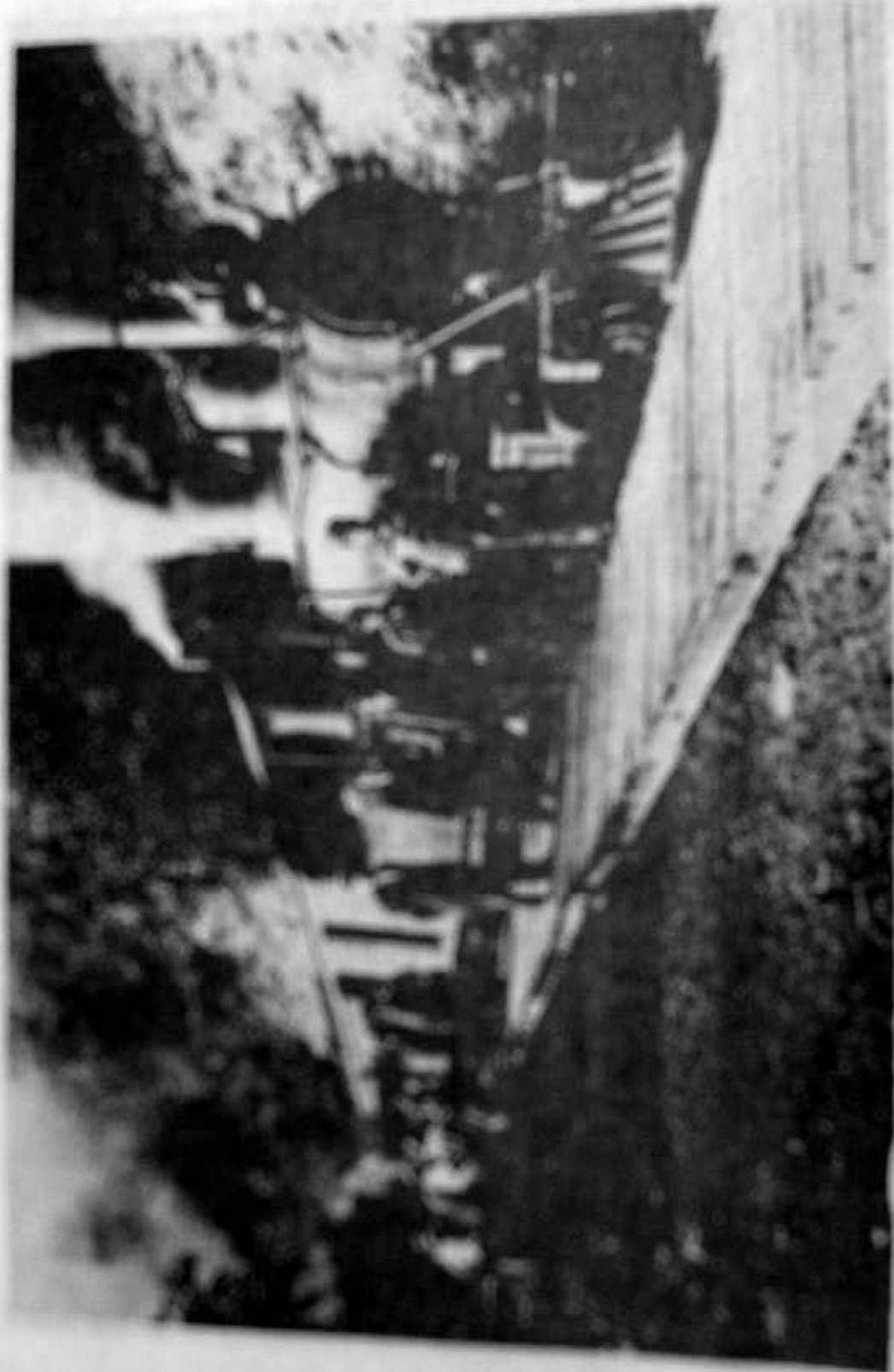


Collection of Berlin Chapman

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Collection of Stuart Criss

Number 10 of the W. Va. Midland loading at the platform across Elk River from the Webster Springs Hotel. The end of the suspension bridge can be seen at the left.

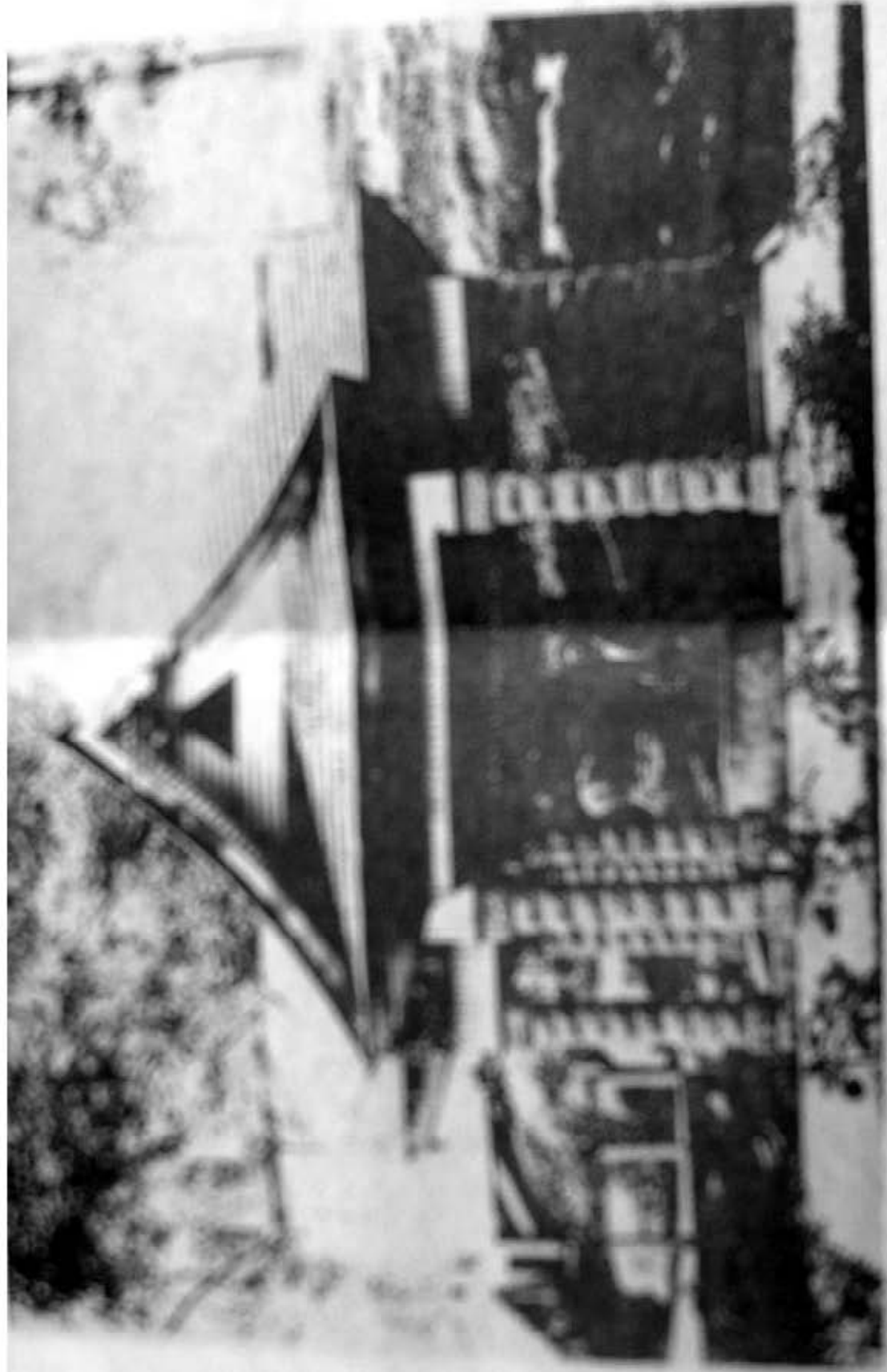
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Collection of Georgia Donalds

Cotton Trestle on the W. Va. Midland between Elk and Holly Rivers
was typical of the "breaststicking" scenery along the railroad.

The
and
until



Collection of E. James Gillespie

The Salt Sulphur Well drilled by Addison McLoughlin between 1850 and 1860 to a depth of 169 feet was a tourist attraction for many years until it was eventually allowed to fall into ruin.

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 coss the Holly
 ough deep rock
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 aster Springs
 angled as if by

...g in the hotel and the second
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Deep carpeting
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 animals - line
 pond in back
 geese and duck
 as "McGraw"
 from the Hotel



...the Gillespie
 (born 1891)
 many years



Collection of Gordon T. Hamrick
 "Lovers' Lane" which extended
 up Bank Fork in the general area
 of Bull Street was one of the few
 "sidewalks" in the early days.



The Klondike

...a dining
...Turkish and
...a hotel of either



...don't plan
...which celebrated
...the general area
...one of the few
...the early days.

...the hallways. A
...of the hotel
...A walkway known
...as "McGraw's Promenade" led
...from the hotel to the Salt Sulphur

...drilled the Salt Sulphur Well some-
...times between the years of 1850 and
...1860, in search of salt brine. The
...Well, reaching a depth of 169 feet,
...draws mineral water(s) from two



Collection of Berlin Chapman
The Klondike was a classic example of the ice-cream parlor of the past.

Railroad in 1905, the
tourists into Webster Springs
ing the summer months had
a torrent. Hotels sprang
by magic, although many
were hardly qualified for
even by the standards of
In one of the earliest
tures of Webster Springs
shortly after the turn
tury, no fewer than eight
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er Springs Hotel. Ac
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The West Virginia
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(Continued)

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The salt well above which Webster Springs was built and the original hotel.

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disappeared, only to reappear in
the river bed, far below. On
it's way through the rock strata,
the water had picked up mineral
salts in solution, and the last of
the great reptiles paused along the
river to drink of the salt solution.

There was a further rending of
rock, and the last of the great
reptiles vanished, a few lingering
on to color the legends of the In-
dians who came drifting down from
the north and from the west. The
first of the mammals came to drink

of the Elk River. A deer came to drink,
unaware that the hunter was crou-
ched in the rocks and brush behind
him. The deer heard the man when
he moved to make his spear-thrust,
but it was too late. The hunter
skinned out his victim, ate a part
of it, and departed for the west.

Few hunters came so far south
or east. Hunting was good else-
where, without crossing into the
mountainous region. Only in times
of necessity did hunters come so
far south and east.

The white man settled the coast
of North America, forcing the
Indians deeper into the interior of
the continent. Each succeeding
wave of settlers moved westward,
ever forcing the Indians deeper into
the interior of the continent. The
Indians, learning of the salt spring,
returned here more frequently to
hunt; yet, so far as can be deter-
mined, no Indian ever called the
valley home. Game was plentiful;
the Shawnee Indians named the
river which flowed through the
valley the Elk River - Elk Tiskel-
wah, "river of fat elk."

of the Elk River.

History does not record the name
of the first settler at Fork Lick.
When Webster County was created
by an Act of the Virginia General
Assembly, January 10, 1860, from
Nicholas, Braxton, and Randolph
counties, the statute provided that
the name of the seat of justice -
or county seat - should be Addison
(from Addison McLaughlin, the
owner of the land on which the town
was located). An Act of the West
Virginia Legislature in 1903 chan-
ged the name to Webster Springs.

Why Webster Springs, rather
than Addison, one might ask? The
answer is simple. Money. Tourist
money. Fork Lick was well known
as a mineral springs prior to the
War Between the States. History
does not record the name of the
earliest proprietor to exploit the
mineral properties of the spring.
However, roads and railroads were
non-existent; consequently, travel
was limited to mule trail. Few
travelers braved the wilderness to
visit the mineral spring. A group
of enterprising businessmen, who-
se names are lost to history, pro-
posed to change all this. In 1898 or
1899, they chartered the Holly
River Railroad Company, with a
view of developing and offering
rail facilities for the visitors to
(then) Addison in the summer mon-
ths for the purpose of drinking and
bathing in the Salt Sulphur waters.
Construction of the original unit
of the Webster Springs Hotel was
begun at about the same time.

The Holly River Railroad Com-
pany managed to complete con-
struction of a narrow-gauge rail-
road as far as Hechmer on the
Holly River in Webster County be-
fore it was acquired by the Holly
River and Addison Railway Com-
pany. The line from Diana, on
Holly River, to Addison, on the Elk
River, was completed in 1901 or
1902. Presumably, the Webster
Springs Hotel had also been com-
pleted by this time, to handle the



Collection of Berlin Chapman

The Webster Springs Hotel was during its existence (1904-1925) the
largest frame building in the world having a total of 300 rooms. Many
facilities even today considered luxuries were commonplace at this
tourist center.



Collection of Stuart Criss

Number 10 of the W. Va. Midland loading at the platform across
the river from the Webster Springs Hotel. The end of the suspension



Clifton Trestle on the W. Va. Midland b
the end of the "breath-taking" scenery b

War Between the States. History does not record the name of the earliest proprietor to exploit the mineral properties of the spring. However, roads and railroads were non-existent; consequently, travel was limited to mule trail. Few travelers braved the wilderness to visit the mineral spring. A group of enterprising businessmen, whose names are lost to history, proposed to change all this. In 1898 or 1899, they chartered the Holly River Railroad Company, with a view of developing and offering rail facilities for the visitors to (then) Addison in the summer months for the purpose of drinking and bathing in the Salt Sulphur waters. Construction of the original unit of the Webster Springs Hotel was begun at about the same time.

The Holly River Railroad Company managed to complete construction of a narrow-gauge railroad as far as Hechmer on the Holly River in Webster County before it was acquired by the Holly River and Addison Railway Company. The line from Diana, on Holly River, to Addison, on the Elk River, was completed in 1901 or 1902. Presumably, the Webster Springs Hotel had also been completed by this time, to handle the



Webster

The author has attempted to identify the majority of the buildings shown in the above photo by talking with several of the town's residents who could remember Webster Springs of 1912. The type of building or the owner and in some cases both are: (1) Flem Hamrick; (2) Woodale; (3) Daily Blacksmith Shop; (4) Methodist Church; (5) Dormitory; (6) Tom Daily; (7) Woodsel; (8) Skidmore (9) Dr. McLaugh-

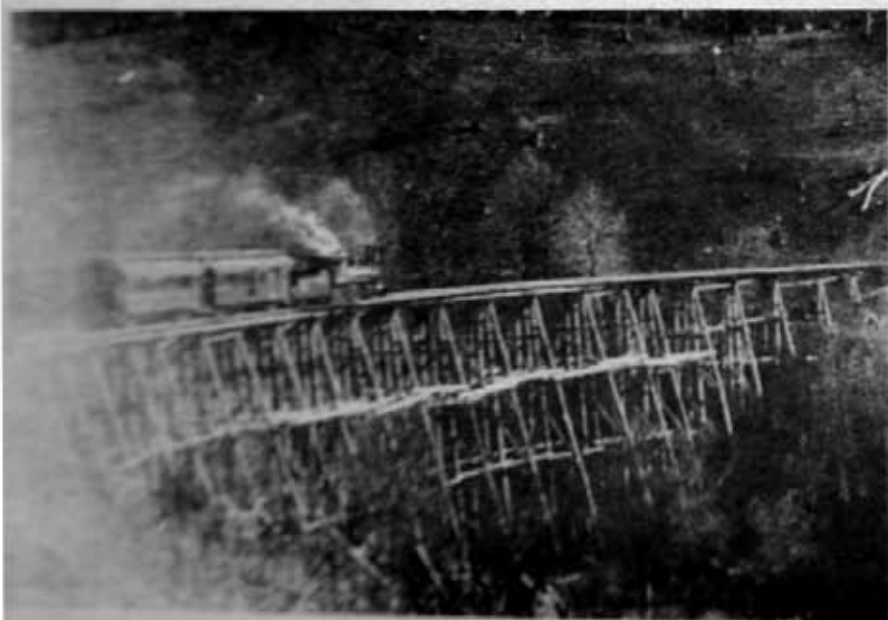
expected influx of tourists.

It is hardly a coincidence that the name of the town was changed to Webster Springs in 1903; that construction of the now-famous Webster Springs Hotel was begun in 1904; and that the Honorable John T. McGraw chartered the West Virginia Midland Railroad, which swallowed the Holly River and Addison Railway Company, in 1905.

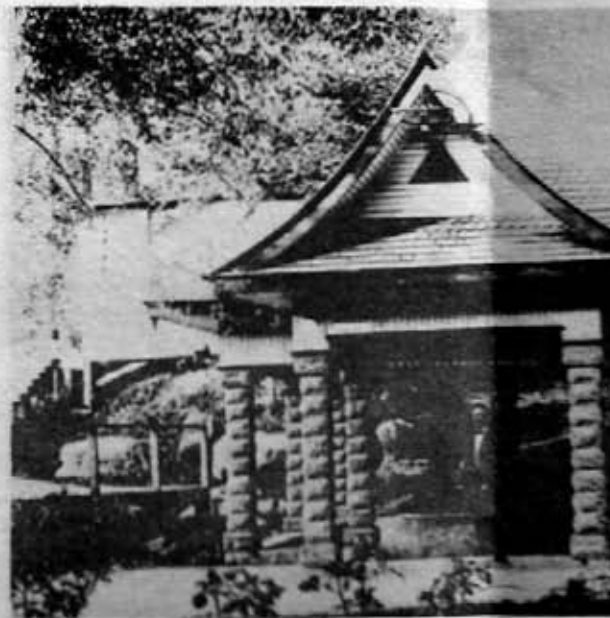
The Honorable John T. McGraw, from Grafton, W. Va., was a man of vision and ambition. He owned timber and mineral interests in the Webster Springs area. Development of the industrial interests required a railroad; why not develop the tourist facilities at the same time? And Col. McGraw forthwith set forth to make Webster Springs one of the nation's best known

tourist attraction.

The West Virginia Midland Railroad, a masterpiece of engineering by means of the railroad, crossed the river and Elk River cuts, and at the approach was as common



Collection of Georgia Donald
Clifton Trestle on the W. Va. Midland between Elk and Holly Rivers was typical of the "breathtaking" scenery along the railroad.



Collection of Georgia Donald
The Salt Sulphur Well drilled by Addison McLoughlin in 1860 to a depth of 169 feet was a tourist attraction until it was eventually allowed to fall into ruin.

Webster Springs, West Virginia, Ar

ton; (10) Wysong; (11) Dyer; (12) Rimfire Hamrick; (13) Withers (14) Mor
(15) Talbot Hotel; (16) Kelly Hamrick; (17) Currey; (18) Hamrick Hotel; (19) I
las; (20) Cash Store; (21) Valley Hotel; (22) Hotel Rutherford; (23) Dr
(24) Hines; (25) Benetdy; (26) Arthur; (27) Oakland Hotel; (28) Church; (29) C
(30) Webster Echo; (31) Bank; (32) Couch Store; (33) Jail; (34) Court

of the buildings shown in the
residents who could remember
or the owner and in some cases
blacksmith Shop; (4) Methodist
(5) Skidmore (9) Dr. McLaugh-

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industrial interests
sued; why not devel-
ilities at the same
McGraw forthwith
e Webster Springs
ion's best known

tourist attractions.

The West Virginia Midland Rail-
road, a branch of the Baltimore and
Ohio Railroad, was, in itself, a
masterpiece of engineering. Wind-
ing by means of switchbacks ac-
ross the ridge between the Holly
and Elk River, through deep rock
cuts, and across the high trestles,
the approach to Webster Springs
was as cunningly arranged as if by

a movie director.

The Webster Springs Hotel, at
that time the largest frame build-
ing in the world and the second
largest hotel in West Virginia,
was a suitable setting for the
scene. Built largely of native
lumber, the Webster Springs Hotel
boasted of 300 rooms, a dining
room, a ballroom, Turkish and
Russian baths, plus a host of other

amenities, s
miniature go
bles, the bes
Deep carpet
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Collection of E. James Gillespie
or Well drilled by Addison McLaughlin between 1850
ft of 100 feet was a tourist attraction for many years
ally allowed to fall into ruin.



Collection of Gordon T. Hamrick
"Lovers' Lane" which extended
up Back Fork in the general area
of Bell Street was one of the few
"sidewalks" in the early days.



The Klo

irginia, Around 1912

Hamrick; (13) Withers (14) Morton's; (15) Currey; (18) Hamrick Hotel; (19) Nicholson; (22) Hotel Rutherford; (23) Dr. Allen and Hotel; (28) Church; (29) Currey; (30) Store; (33) Jail; (34) Court House;

(35) Church; (36) Hicks Building; (37) Skidmore Hotel; (38) People's Store; (40) Tracy Building; (41) Truman Rose; (42) Store; (44) Enick Law Office; (45) Stable; (46) White; (47) P Store; (49) Klondike; (50) Drug Store and Post Office; (51) (52) Bowling Alley; and (53) Webster Springs Hotel.

amenities, such as bowling alleys, miniature golf courses, riding stables, the best fishing in the country. Deep carpeting floored the rooms and halls; the food was second to none. Stuffed and mounted heads of native game - deer, elk, buffalo (or bison), bear, plus a host of lesser animals - lined the hallways. A pond in back of the hotel sported geese and ducks. A walkway known as "McGraw's Promenade" led from the Hotel to the Salt Sulphur

Well. (Contrary to popular belief, the Salt Sulphur Well is not the original Fork Lick Spring. The spring, located as it was, at the junction of the Elk and Back Fork of the Elk, suffered from pollution by flooding following each heavy rain. Addison McLaughlin drilled the Salt Sulphur Well sometime between the years of 1850 and 1860, in search of salt brine. The Well, reaching a depth of 169 feet, draws mineral water(s) from two

different levels. This well is not carbon dioxide, it's charged with other well known minerals such as a diet.

By the time the Virginian Railway arrived the Virginian Railway tourists interested in the summer a torrent. By magic, were hard even by the time. In one of the features of the shortly after the century, no identifiable spring senior could no fewer located time or seventy.

The Virginian passenger reason gers passer bridge Elk a 20 N



Collection of Bertin Chapman
The Klondike was a classic example of the ice-cream parlor of the past.

nd 1912

(35) Church; (36) Hicks Building; (37) Skidmore Hotel; (38) Gregory Hotel; (39) People's Store; (40) Tracy Building; (41) Truman Rose; (42) Miller; (43) Feed Store; (44) Enick Law Office; (45) Stable; (46) White; (47) Pool (48) Gillespie's Store; (49) Klondike; (50) Drug Store and Post Office; (51) Moore's Shoeshop; (52) Bowling Alley; and (53) Webster Springs Hotel.

...ing alleys,
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... Salt Sulphur

Well. (Contrary to popular belief, the Salt Sulphur Well is not the original Fork Lick Spring. The spring, located as it was, at the junction of the Elk and Back Fork of the Elk, suffered from pollution by flooding following each heavy rain. Addison McLaughlin drilled the Salt Sulphur Well some time between the years of 1850 and 1860, in search of salt brine. The Well, reaching a depth of 169 feet, draws mineral water(s) from two

different levels. The water from this well is unique in the high carbon dioxide content, which gives it it's characteristic "bite." No other well in the state can claim such a distinction.-

By the time Col. McGraw chartered the West Virginia Midland Railroad in 1905, the trickle of tourists into Webster Springs during the summer months had become a torrent. Hotels sprang up, as if by magic, although many of them were hardly qualified for the name, even by the standards of that day. In one of the earliest known pictures of Webster Springs, taken shortly after the turn of the century, no fewer than eight hotels are identifiable, including the Webster Springs Hotel. According to senior citizens, there have been no fewer than twenty-two hotels located in Webster Springs at one time or another during the past seventy years.

The West Virginia Midland passenger train, for some obscure reason, did not discharge passengers at the depot in Dorrtown; passengers were discharged at the bridge across the Back Fork of Elk at the point where State Route 20 North now crosses the Back

(Continued on Page 10)



Collection of Bertie Chapman
... examples of the ice-cream parlor of the past.





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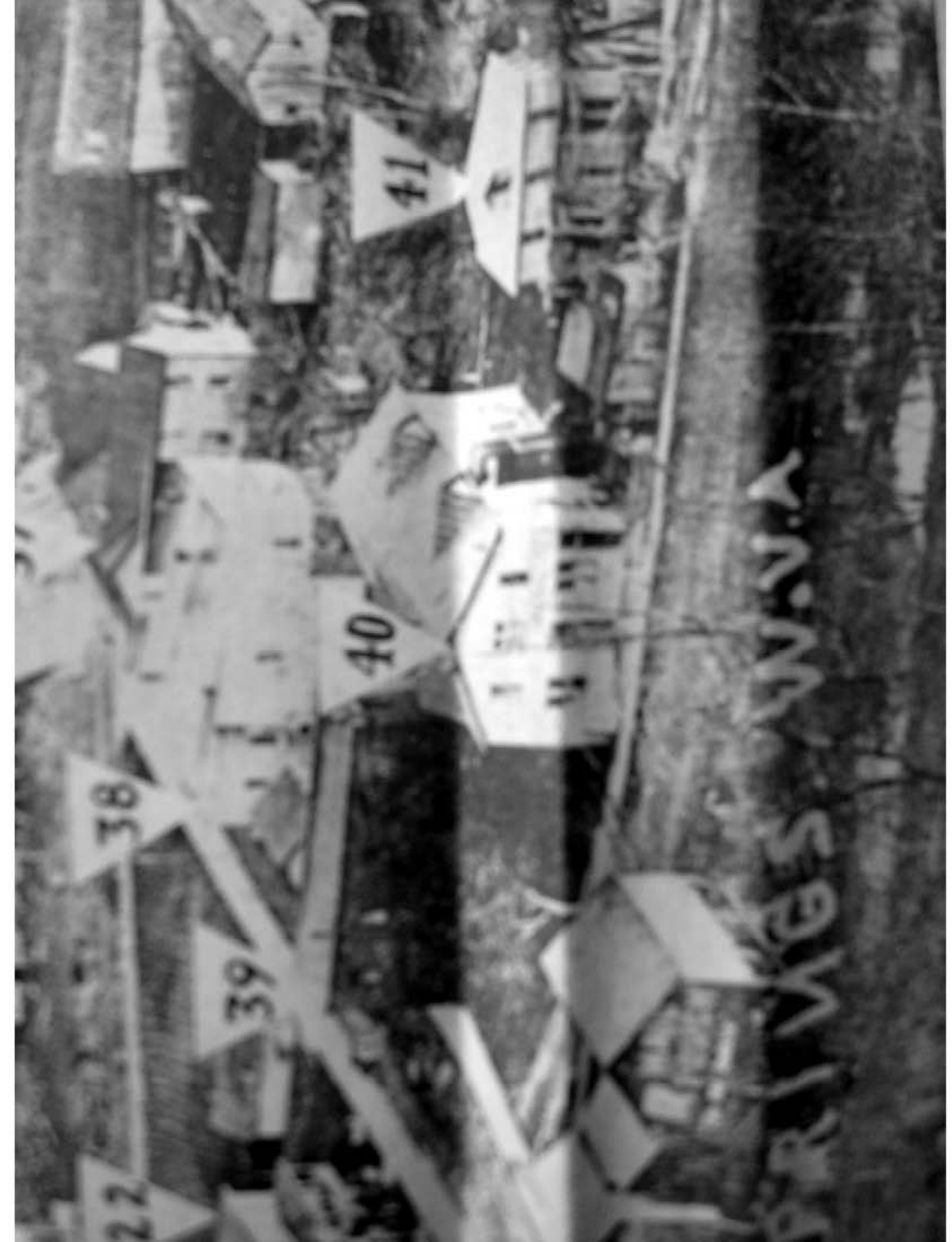
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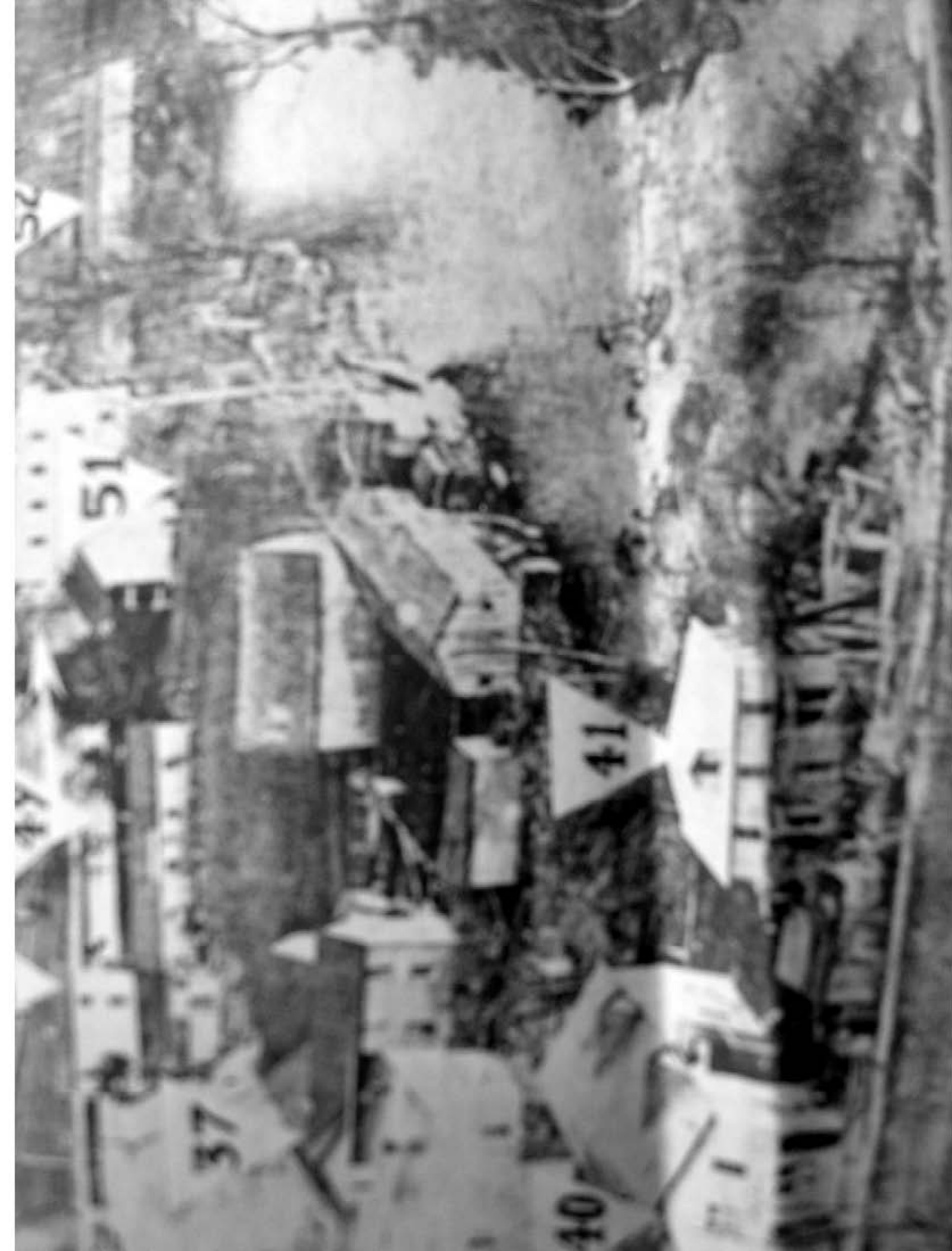
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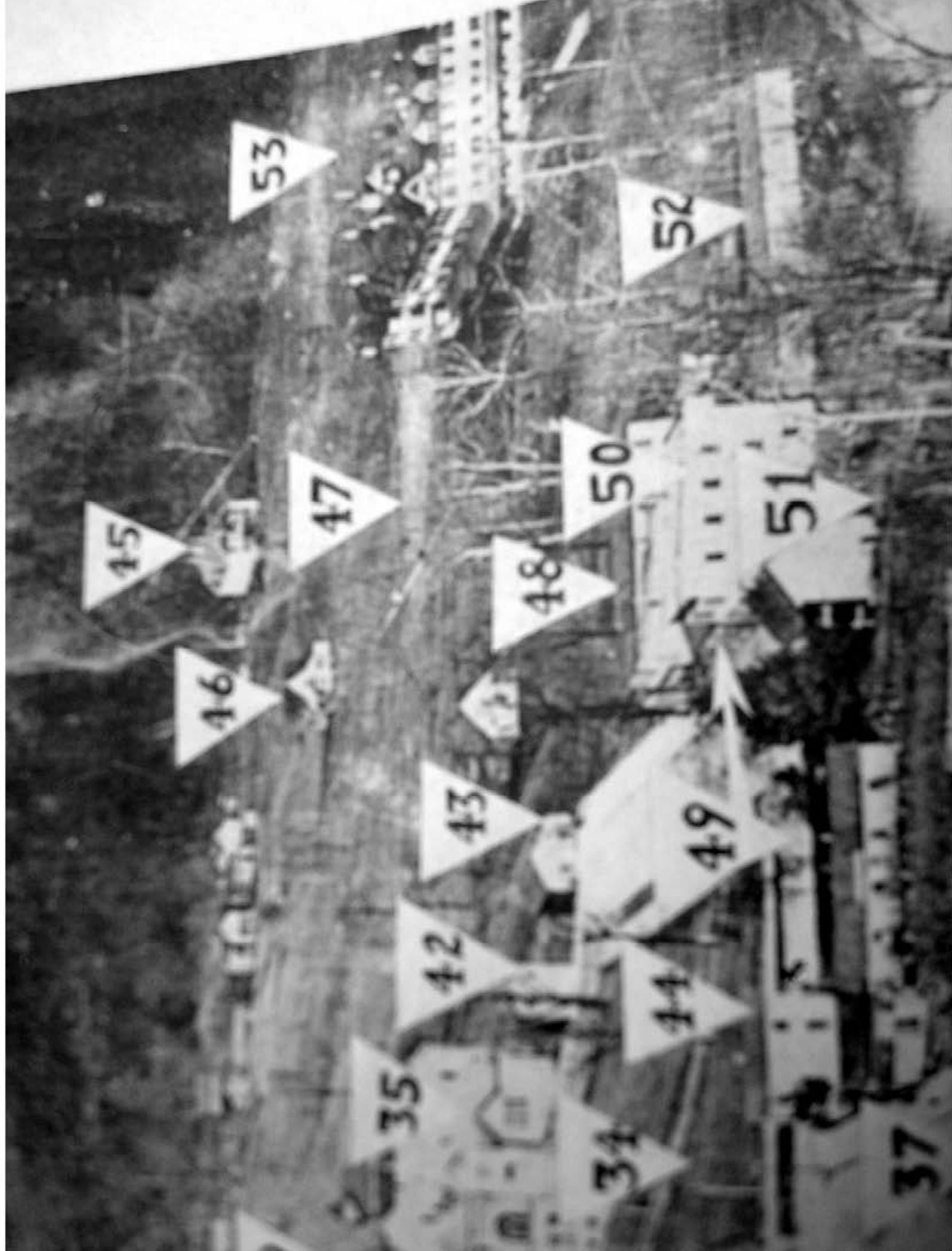
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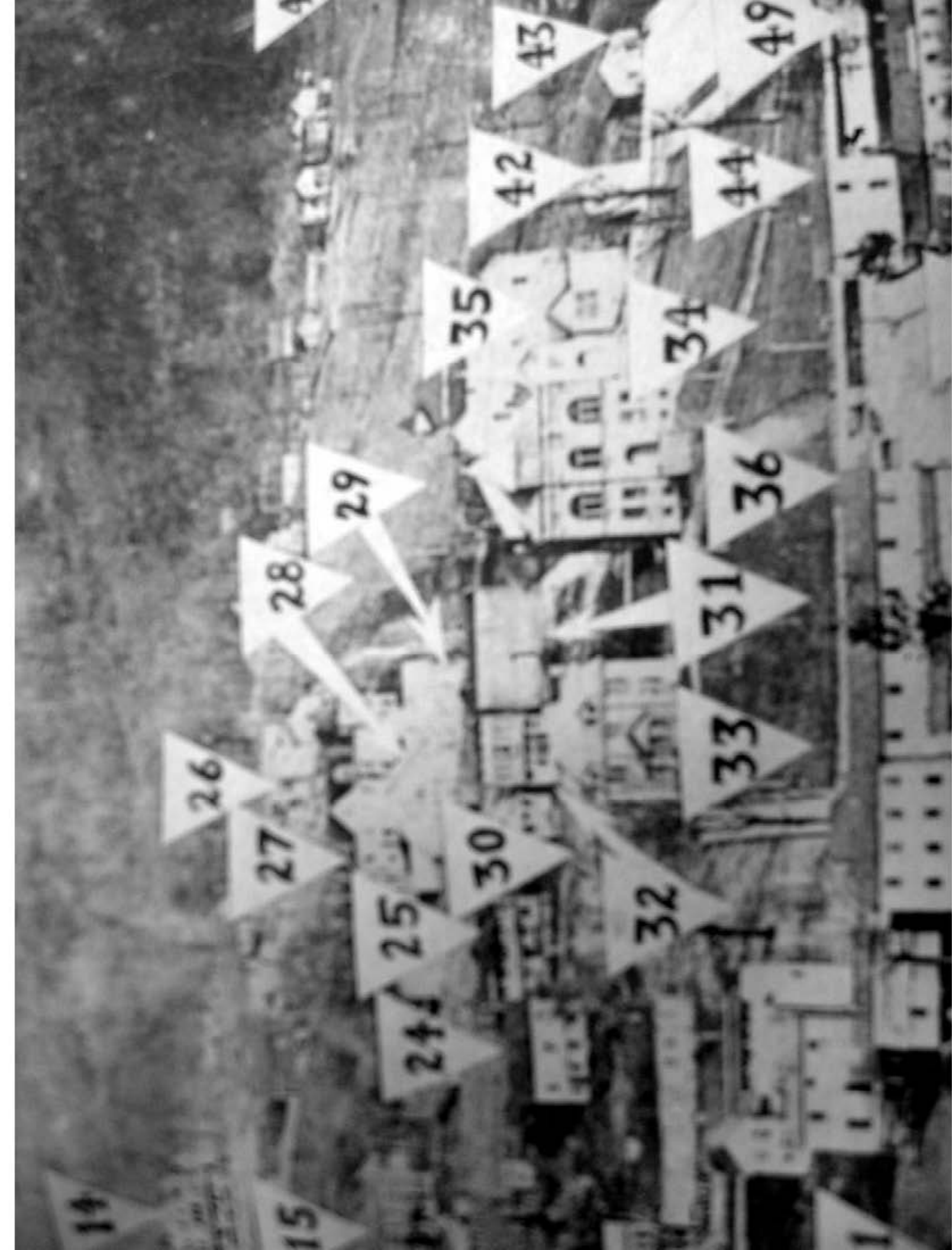




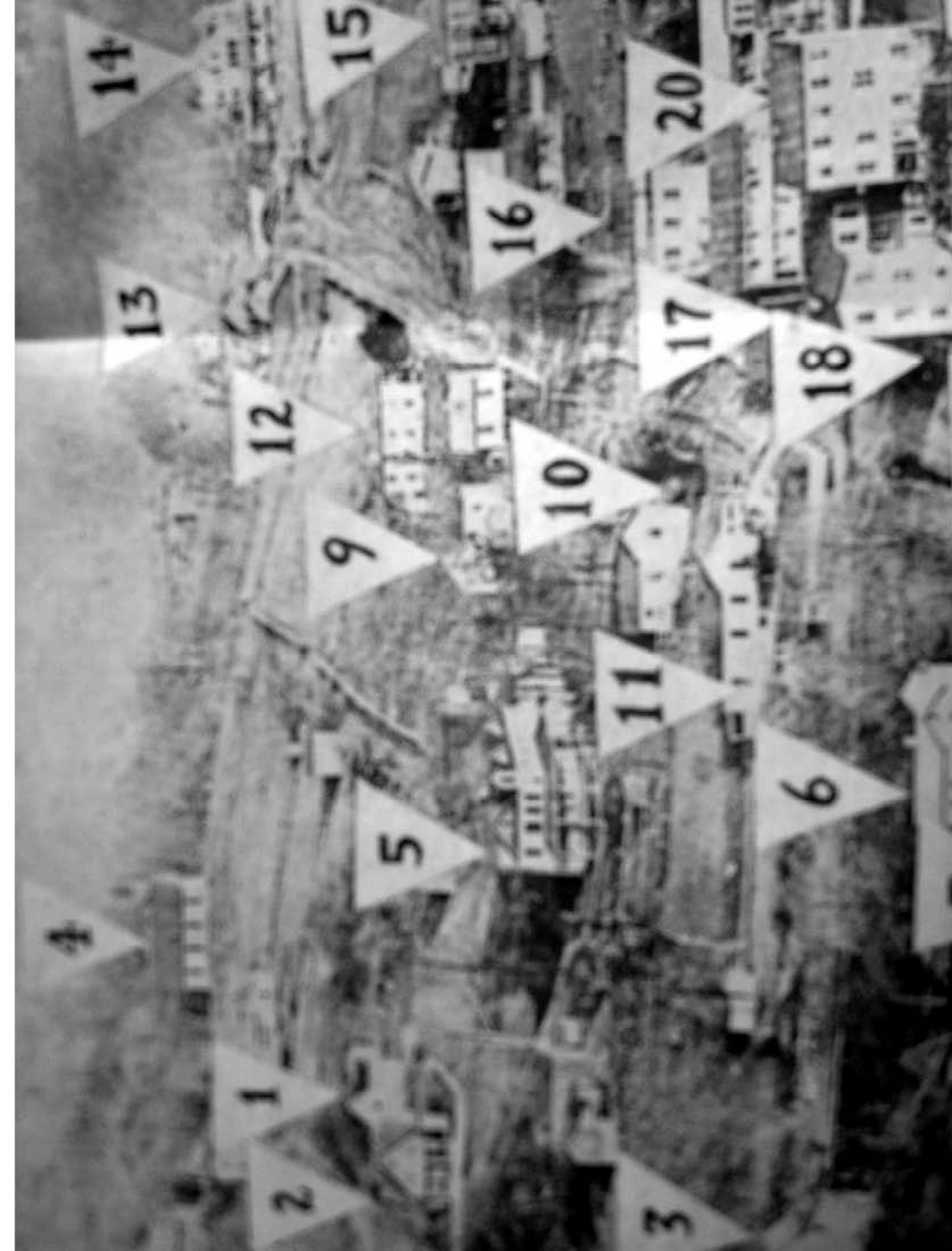


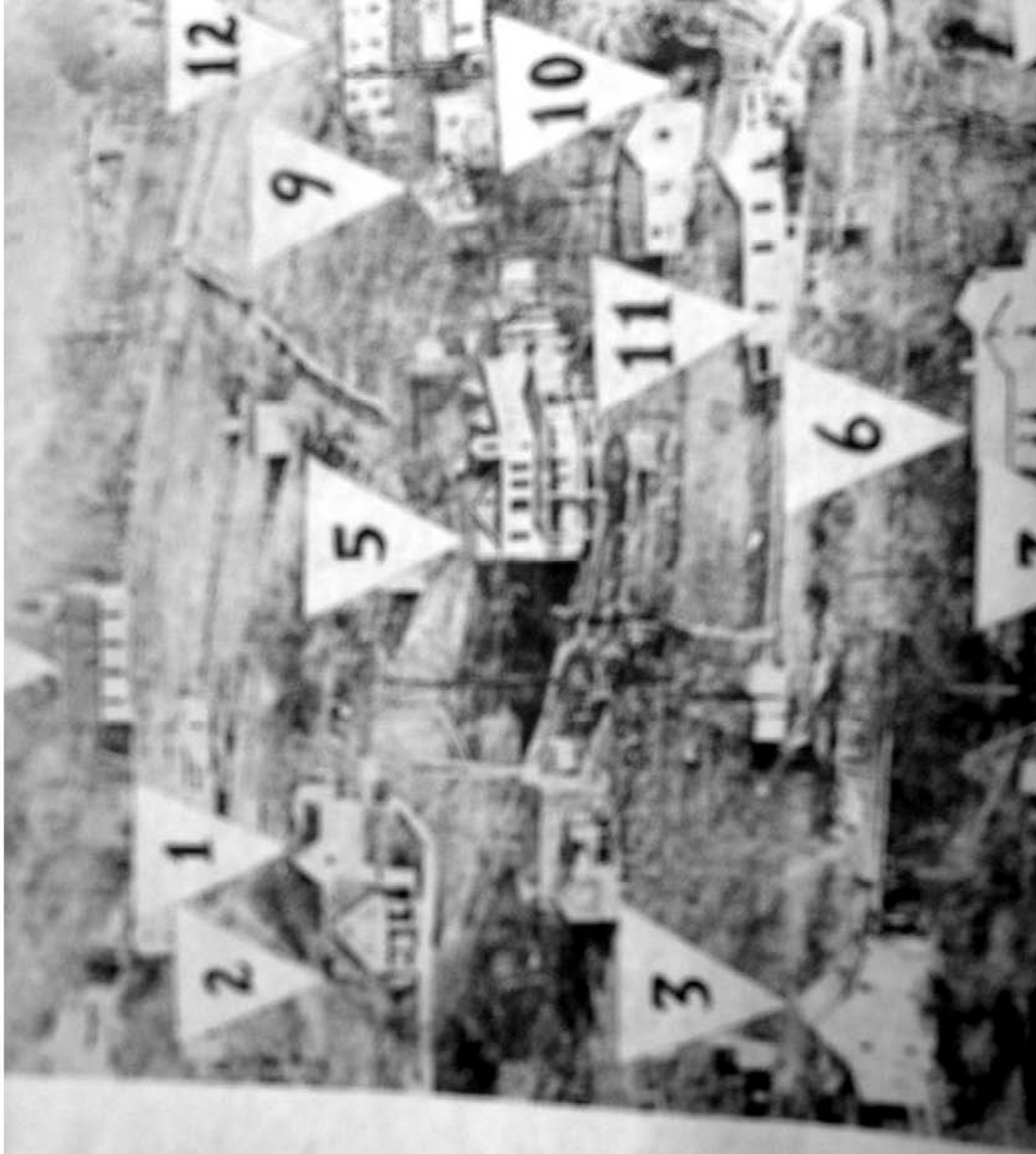












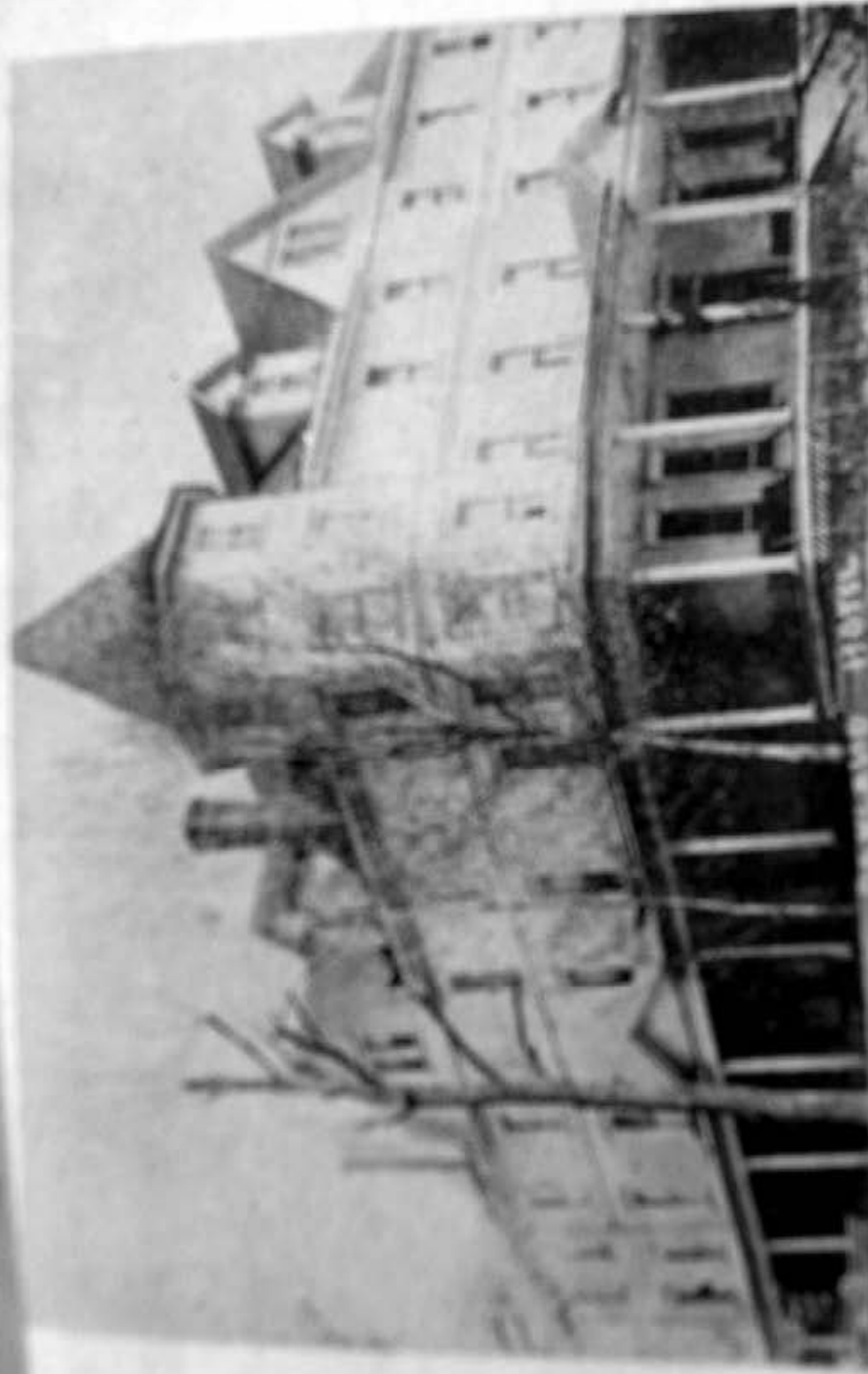
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The Oakland Hotel, which still exists, was one of the early hotels in Wester Springs.

from all over the eastern part of the United States flocked to these operations, "dead-heading" on log-
ging trains, walking travelling car-
the tourist and then builds fac-

whether it is necessary to con-
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The Rise And Fall Of A Tourist Center

(By Gordon T. Hamrick - Continued from Page 9.)

Fork of Elk. As the trains pulled in, the entire town went down to see *whether maybe what* was coming to town. Bus boys and porters cried out, "_____ Hotel! Carry your bags!" (Although there is the record of one rather short-tempered hotel manager who is reputed to have called, "_____ Hotel! Carry your own bags!")

Hotels, yes. Other tourist facilities, other than those offered by the Webster Springs Hotel, no, in a word, development of facilities did not keep pace with the tourist demand. True, there were a sizeable number of professional men located in town - notably doctors

owned it. Not only would they sell real estate they did not own; they would sell the same piece of property three or four times. Lawyers did a booming business in those days.)

Pedestrian traffic in Webster Springs in early days seems to have been something of a venture in daring. Main Street was paved from the vicinity of the Oakland Hotel to the Court House; around the river side of the Court Square and possibly as far as Union Street. Sidewalks are visible in the lower end of town; the street is of mud, and crossing was accomplished at the risk of being mired down. A

guests from the rest of the folks - separating the sidewalks from the goats, so to speak. The boardwalk, known as Boardwalk Lane, ran up Back Street. In the rest of town, the rocks were set on end, one after another, between the road and the wagon wheels, for pedestrians to cross, and woe be to the pedestrian who lost his footing while crossing.

The early proprietors of Webster Springs to seem too busy separating the tourists from his money to develop additional facilities for the town.

The Tracy building, a skating rink (and a high school in the building) and a bowling alley was in the center of town along the river and the Klondike, where he took his girl for an ice cream. It was located in one of

Analysis Of Salt-Sulphur Water

COURT HOUSE WELL

(Addison McLaughlin Well)

Webster Springs, W. Va.

Of A Tourist Center

Continued from Page 9.)

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guests from the rest of the towns- folks - separating the sheep from the goats, so to speak. Another boardwalk, known as "Lover's Lane," ran up Back Fork in the general area of what is now Bell Street. In the rest of the town, rocks were set on end in the stre- et(s), between the ruts made by wagon wheels, for pedestrians to cross, and woe be to the poor pedestrian who lost his balance while crossing.

The early proprietors in Web- ster Springs to seem to have been too busy separating the tourist from his money to construct addi- tional facilities for tourist recre- ation.

The Tracy building housed the skating rink (and also the first high school in the county.) The bowling alley was near the cen- ter of town along the river bank, and the Klondike, where a fellow took his girl for an ice cream cone, was located in one of the buildings just up the street. Recreational facilities, other than these, seem to have been non-existent, except possibly for a pool hall.

Contrary to popular belief, it was not the frequent fires that ravaged Webster Springs that spel- led the death of tourism as an industry. By the time the Webster Springs Hotel was destroyed by fire in 1925, tourism was already dead as a dodo, having been done in by industrial development, notably lumbering. Tourism in Webster Springs had reached a zenith some- where about 1912 or 1913 and, from that date, had steadily fallen off. It was no coincidence that the decline in tourism was accompan- ied by the development of lumber-



The Oakland Hotel, which still exists, was one of the Webster Springs.

from all over the eastern part of the United States flocked to these operations, "dead-heading" on log- ging trains; walking, travelling as best they could. Every town was full of uncouth ruffians, often drunk, always belligerent. And, always, there was the ever-pre- sent prospect of open warfare be- tween the foreign railroad men - track crews - and the lumbermen, as can be attested by any news- paper of the period.

Add to these facts the destruc- tion of the game habitat caused by logging, the destruction of the clear trout streams caused by erosion, and the picture becomes more grim. And, along about this time, the American public had developed its love affair with the automobile, and "auto camping" was the rage. Auto roads were non-existent in Webster County; tourists shunned the County. At the time the Webster Springs Ho- tel burned in 1925, at the heart of the tourist season, it reputedly had a total of eight paying guests and, for some years, had been a

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County were purchased by Pardoe & Curtin; the real estate was re- tained and the railroad rights were sold to the Western Maryland Rail- way. Passenger service from Centralia had been discontinued; Western Maryland Railway had

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Springs Hotel was destroyed by fire in 1925, tourism was already dead as a dodo, having been done in by industrial development, notably lumbering. Tourism in Webster Springs had reached a zenith somewhere about 1912 or 1913 and, from that date, had steadily fallen off. It was no coincidence that the decline in tourism was accompanied by the development of lumbering.

As any old timer can relate, early loggers were a breed apart from other people. Fiercely independent, they were a wandering group, following the logging camps, and working at each camp just long enough to build a stake to reach the next operation. As a rule, the loggers were a hard-working group when in camp; outside of camp, they were a hard-drinking, profane and belligerent crew. Few tourists who had the misfortune to be on the same train with a crew of drunken lumbermen (or wookhicks) would care to repeat the experience. Even more to the point, the townspeople quickly learned that the loggers demanded less in the way of accommodations than did the tourists, and were, consequently, easier to separate from their money. The quality of hotel accommodations declined, and so did the number of tourists. The Oakland and Webster Springs hotels attempted to maintain standards, but it was a losing battle.

The headwaters of the Elk, Gauley, Hully, Williams, and Cranberry rivers were the last untouched virgin timber in the eastern United States. When the lumber interests, notably the Spruce Lumber Company (later the West Virginia Pulp and Paper Company) and the Cherry River Boom and Lumber Company, began operations, the death knell for tourism had sounded. The Spruce Lumber Company operations in Webster County began about 1913; the Cherry River Boom and Lumber Company operations about 1907, with the Gauley River

time, the American public had developed its love affair with the automobile, and "auto camping" was the rage. Auto roads were non-existent in Webster County; tourists shunned the County. At the time the Webster Springs Hotel burned in 1925, at the heart of the tourist season, it reputedly had a total of eight paying guests and, for some years, had been a "white elephant."

The Depression came along; Col. McGraw passed away and his estate went in liquidation. The real estate and railroad rights in Webster County were purchased by Pardee & Curtin; the real estate was retained and the railroad rights were sold to the Western Maryland Railway. Passenger service from Centralia had been discontinued; Western Maryland Railway had never offered passenger service. The track from Centralia was torn up for scrap and the rolling stock junked. The section of West Virginia Midland Railroad toward Bergoo was standardized and connected with the former Greenbrier, Cheat and Elk Railroad which ran up Elk River, to Elkins. The Back Fork section of the West Virginia Midland Railroad was torn up for scrap early during World War II.

Meantime, the early inferior earthen roads of the County had been replaced by, or were being replaced by, roads more suited to automobile travel; however, auto travel on any Webster County road was still something of an adventure, the roads being generally steep, narrow, and rough. The start of construction of State Route 20 in 1925 revived talk of Webster Springs becoming a tourist center. This talk continued intermittently throughout the Depression and culminated in the Rhododendron Festivals of 1938 through 1942. These Festivals were the dying gasp of attempts to reestablish a tourist industry. Apparently, the promoters had yet to learn the lesson of their predecessors; industrial development and tourism aren't com-

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Fork section of the West Virginia Midland Railroad was torn up for scrap early during World War II.

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Since the "crash" of coal mining during the late 1950's, there has been talk of Webster County becoming a tourist center. Various studies have cited all the attractions - the spectacular scenery, the rivers, the remote location. The same studies also cite the problems - lack of facilities, roads, and capital to construct modern facilities.

Much effort, time, and money, has been spent on the question of

It is said itself. Webster is a thriving area, is not unlike the area; tourist center; but not gained. Webster County will it be economic progress, lethargic, lost opportunity.



Co

When recorded Webster 1925, too in the area had only time.

ENTER 5 & 10

er Carpenter

Fully Endorses

Randolph Scenic Railroad"

asked a native professional man lived in the area, "Well, in the winter, they live off the tourist trade. (It might be well to point out that the Webster House burned in 1896, its were destroyed by fireing real estate business, with certain sharp and willing to sell everyone any piece in the County, whether or not they

a gate at the upper end, supposedly to keep cows out. It probably served the more practical purpose of separating Webster Springs Hotel



Collection of Berlin Chapman

McGraw's Promenade provided a pleasant walkway for tourists journeying from the Webster Springs Hotel to the Salt Sulphur Well.

loggers were a hard-work when in camp; outside they were a hard-driven and belligerent crewists who had the misfortune on the same train with drunken lumbermen would care to repentance. Even more the townspeople that the loggers in the way of accommodation the tourists, and frequently, easier to their money. The accommodations decided the number of Oakland and Webster attempted to wards, but it was

The headwaters of the Gauley, Holly, and Williams rivers were touched virgin timber in the United States. Lumber interests, not the Lumber Company, Virginia Pulp and Paper Company, and the Cherry River Lumber Company, the death of the industry had sounded. The Company operation in the County began with the Cherry River Bo Company operation with the Gauley River being opened about

**COOL
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**Authorized
& Service**

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ore; industrial de-
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come, the "wood-
replaced by min-
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all" of coal mining
Hotel's, there has
Walker County be-
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all the attract-
popular scenery,
remote location,
are also like the
of Nashville, no-
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ern, and more,
on the question of

Will it be advancement and eco-
nomic prosperity or will it be a
lethargic slide down the road of
lost opportunity? It is up to you.



Collection of Grace Miller

When the camera of Stalnaker
recorded the destruction of the
Webster Springs Hotel on July 25,
1925, tourism was a dying industry
in the area. The hotel supposedly
had only eight paying guests at the
time.

... came along. Col. ... away and his estate ... The real es- ... rights in Webster ... purchased by Pardee ... the real estate was re- ... the railroad rights were ... Western Maryland Rail- ... passenger service from ... had been discontinued; ... Maryland Railway had ... passenger service. ... from Centralia was torn ... and the rolling stock ... a section of West Vir- ... and Railroad toward ... standardized and con- ... the former Greenbrier, ... Railroad which ran ... to Elkins. The Back ... of the West Virginia ... road was torn up for ... during World War II.

... the early inferior ... of the County had ... by, or were being ... roads more suited to ... travel, however, auto ... by Webster County road ... something of an advan- ... roads being generally ... now, and rough. The ... of State Route ... toward back of Webster ... coming a tourist center, ... continued intermittently ... the Depression and ... the Reconstruction Era ... 1938 through 1942. These ... were the dying gasp of ... to reestablish a tourist

Apparently, the ... and yet to learn the lesson ... rednecks, individual de- ... and tourism aren't com- ... In this case, the "wood- ... all been replaced by ... sections ... had really

rear of Berlin Anderson's home ... and on the former Denver Cogar ... property. The Salt Sulphur Well, ... as well as the famous mineral ... baths were located in the bottom, ... to the rear of the C & K Ford ... garage. A suspension bridge cro- ... ssed the river in back of the ... Hotel; traces of the suspension ... system are still visible. The ... riding stables were located in the ... Upper end of the bottom; the mini- ... ature gold course is now a part ... of the Marvin Court. The past is ... dead, but . . .

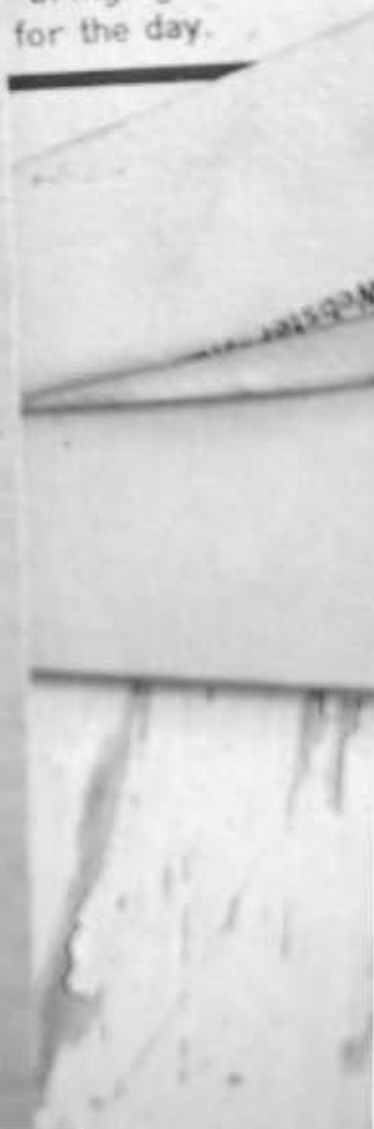
It is said that history repeats ... itself. Webster County once had ... a thriving tourist industry. Given ... adequate support, that industry can ... be revived. It is up to you.

It is said that history repeats ... itself. Webster County once had ... a thriving tourist industry, and it ... is not unreasonable to visualize ... the area once again becoming a ... tourist center. Risks there will ... be; but nothing ventured, nothing ... gained. The future of Webster ... County will soon be determined. ... Will it be advancement and eco- ... nomic prosperity or will it be a ... lethargic slide down the road of ... lost opportunity? It is up to you.



G. Leroy Crislip

... still haul loads of ... mill. Walk along one ... dioned grades and see ... eds of men worked to ... maintain the railroad ... quickly removed when ... over. Listen care- ... you can hear what ... dismiss as the wind ... rough the trees, but it ... possibly be a voice ... 1st. Perhaps it's old ... bringing in the last ... for the day.





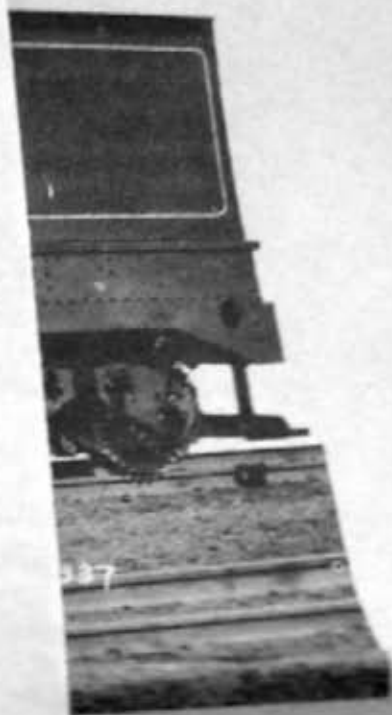
Oakland Hotel, which still exists, was one of the early hotels in
r Springs.

ll over the eastern part of
and States flocked to these
ons, "dead-heading" on log-
ams; walking, travelling as
ey could. Every town was
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rows - and the lumbermen,
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to these facts the destruc-
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ing, the destruction of the
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and the picture becomes
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the American public had
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ite, and "auto camping"
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whether it is necessary to con-
struct tourist facilities to attract
the tourist, or whether one attracts
the tourist and then builds faci-
lities to care for him. It is a moot
question; one is essential to the
other. Without the tourist, there is
no need for the facilities; without
the facilities, the tourist will not
be attracted to the locale. What
is required is a program of mod-
eration which can attract the tour-
ist gradually and, at the same time,
provide for him. The Scenic Rail-
road will not, in itself, attract
sufficient tourists unless adequate
facilities are available to serve
them; the facilities alone will be
profitless without the Scenic Rail-
road.

Those who want to live in the
past and talk of a "tourist industry"
should take a walk through Hotel



Leroy Crislip

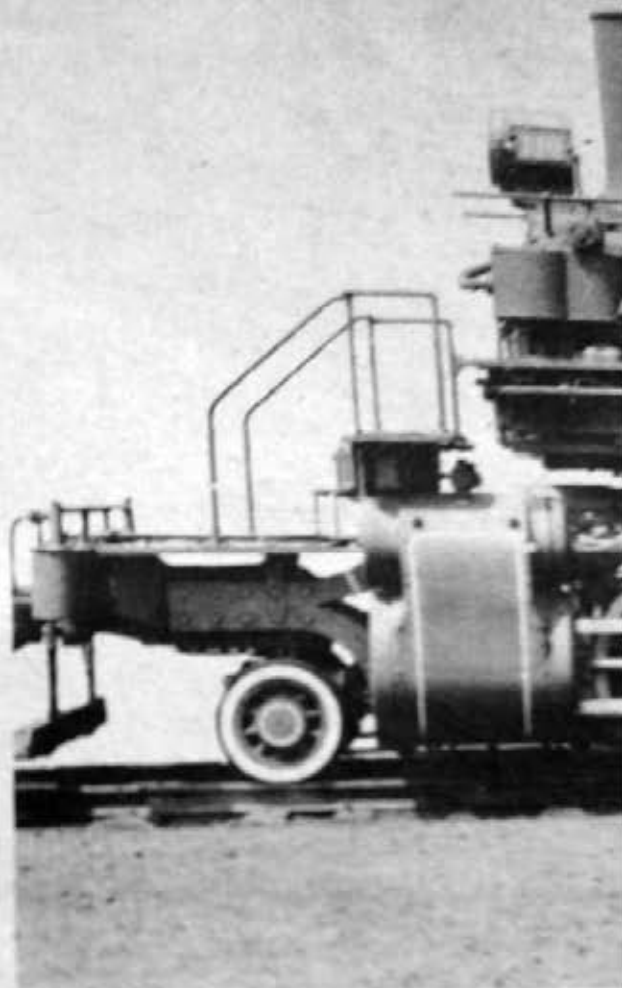


LOGGING LOCOMOTIVES

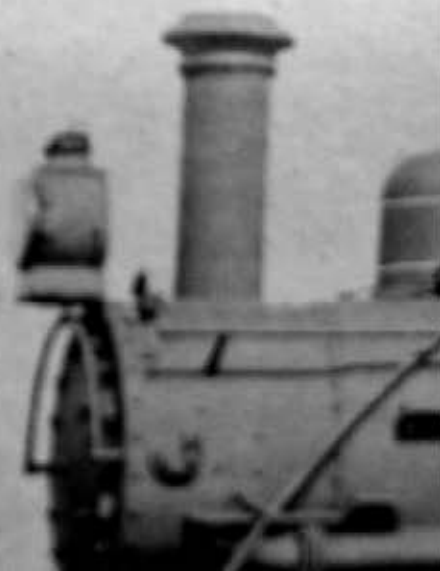
(By G. Leroy Crislip -
Continued from Page 4)

win which might have made it but for the late entry into the field and the Baldwin Locomotive Works' decision to concentrate on the articulated logging locomotive.

The Heisler gave the Shay a run for its money in the logging industry. The principle was similar, but the overall design was different. The Heisler could in an automotive sense be termed a "V-2" since it had two large cylinders pointing down and inward below the steam dome in a "v" shape. The connecting rods turned a crankshaft which attached to a horizontal driveshaft extending under the boiler much as in the Shay. The driveshaft was divided by universal joints, and beveled ends of the shaft met one axle of each truck much as in the differential of an automobile. The other axle of each truck did not touch the driveshaft; instead, the wheels were connected by a metal rod to those driven directly by the horizontal shaft. Supposedly the Heisler was to be easier on the rails because of the cylinder arrangement balancing the downward piston force as opposed to the expanded cylinder arrangement on the Shay. The Heisler as did all the other geared locomotives simply came along for



BALDWIN
and co
2-6-6-1



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The Climax locomotive had only two cylinders as in the Heisler, but they were placed on opposite sides of the boiler near the smokebox pointing toward the rear and downward. The valve gear was of a more traditional type, and the connecting rods attached to a flywheel on each side which in turn attached to jack or cross shafts extending under the boiler from side to side and connecting by a set of gears to a horizontal driveshaft extending from front to back underneath the boiler as in the Heisler.

The Willamette was so much like the Shay, that the casual observer could not tell it from one when viewed from a distance. Some of the design was copied directly from the Shay with few variations when the original patents expired. Only a few modifications were noticeable - one being that the

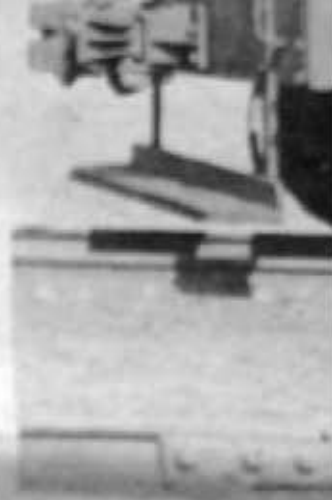


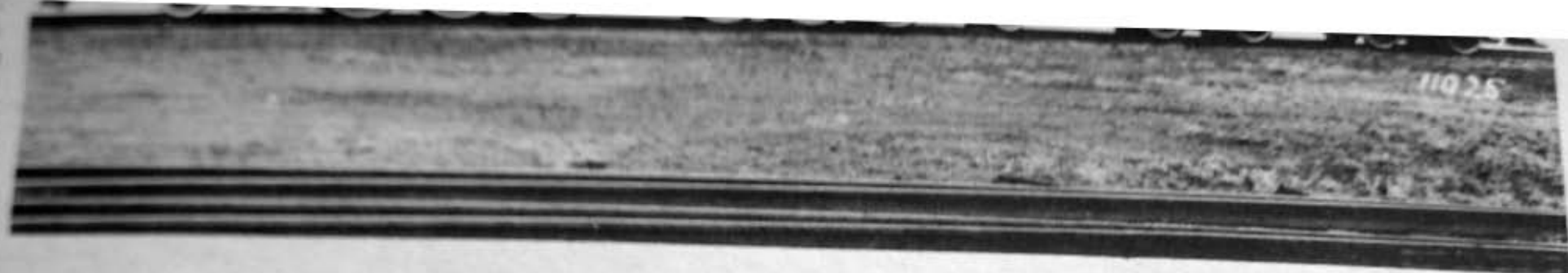
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Baldwin Locomotive Works attempted to enter the geared locomotive field with a locomotive which greatly resembled the Climax. Most of the Baldwin geared locomotives were constructed in this manner, but all failed and were

The W. S. H. S.





Collection of G. Leroy Crislip

WEYERHAEUSER TIMBER COMPANY'S articulated, Mallet type locomotive was built by Baldwin in 1934.

sion differed from this.

Instead of resembling a Climax, it had almost all the lines of the Shay except that its three cylinders were placed horizontally under the boiler. These operated a horizontal driveshaft which connected to cross shafts numbering two per truck. The ends of these shafts were geared and fit into the teeth of geared circular wheels laced onto the outer surface of the wheels.

These models, although effective, were too late to make much of

an effect on the sales of the Shay, and this combined with increasing costs for the development of new forms of geared locomotives, caused Baldwin to revert to the construction of the articulated type locomotive which was a type already familiar to the shops at Philadelphia, and could easily be seen to have a great potential for quickly hauling large loads of logs on moderate grades once the geared locomotives had hauled them down from the mountains

Now the woods no longer resound with the music of logging locomotives - they are strangely silent. The development of the log truck spelled the end of the logging railroad which had served its purpose, and as it had replaced less methods, it too had to be cast aside in favor of progress. The grades remain, and although overgrown with the forest, they can still be seen reaching up into the mountains. Perhaps the ghosts of the geared locomotives and the men

who ran them still haul loads of logs to the mill. Walk along one of these abandoned grades and see where hundreds of men worked to build and maintain the railroad which was so quickly removed when the job was over. Listen carefully and you can hear what some may dismiss as the wind whistling through the trees, but it just might possibly be a voice from the past. Perhaps it's old number six bringing in the last load of logs for the day.

Compliments Of

JIMMY'S ESSO

Webster Springs

Webster

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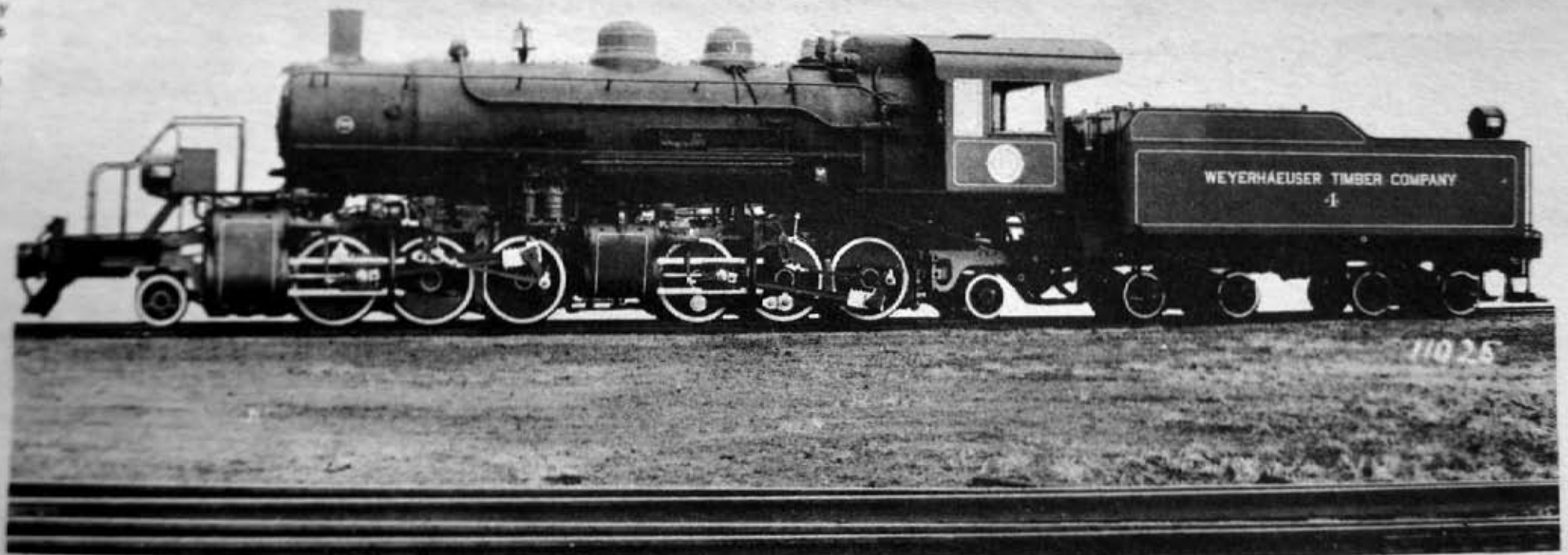
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Collection of G. Leroy Crislip

ONE OF THE BALDWIN Locomotive Works' attempts at a geared locomotive greatly resembled the Shay with the major difference being the placement of the cylinders. This model was constructed in 1915.



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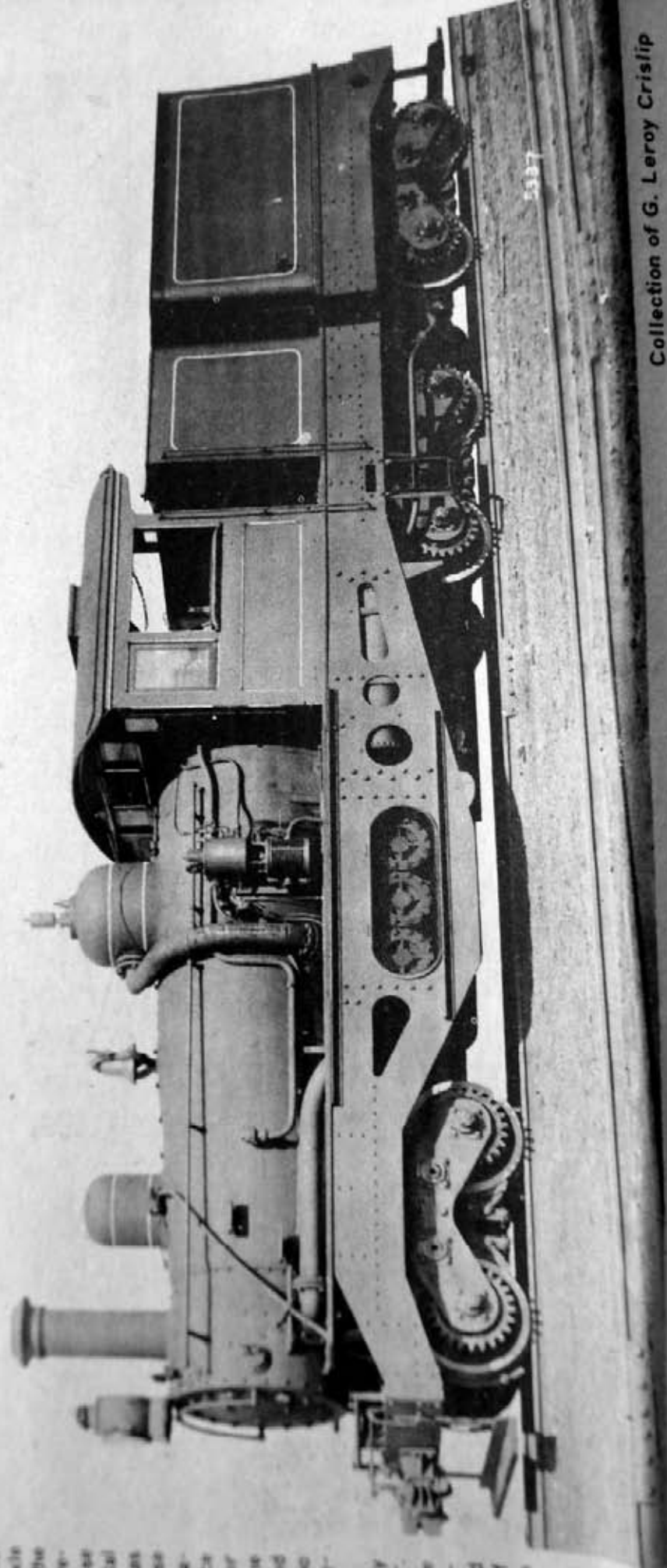
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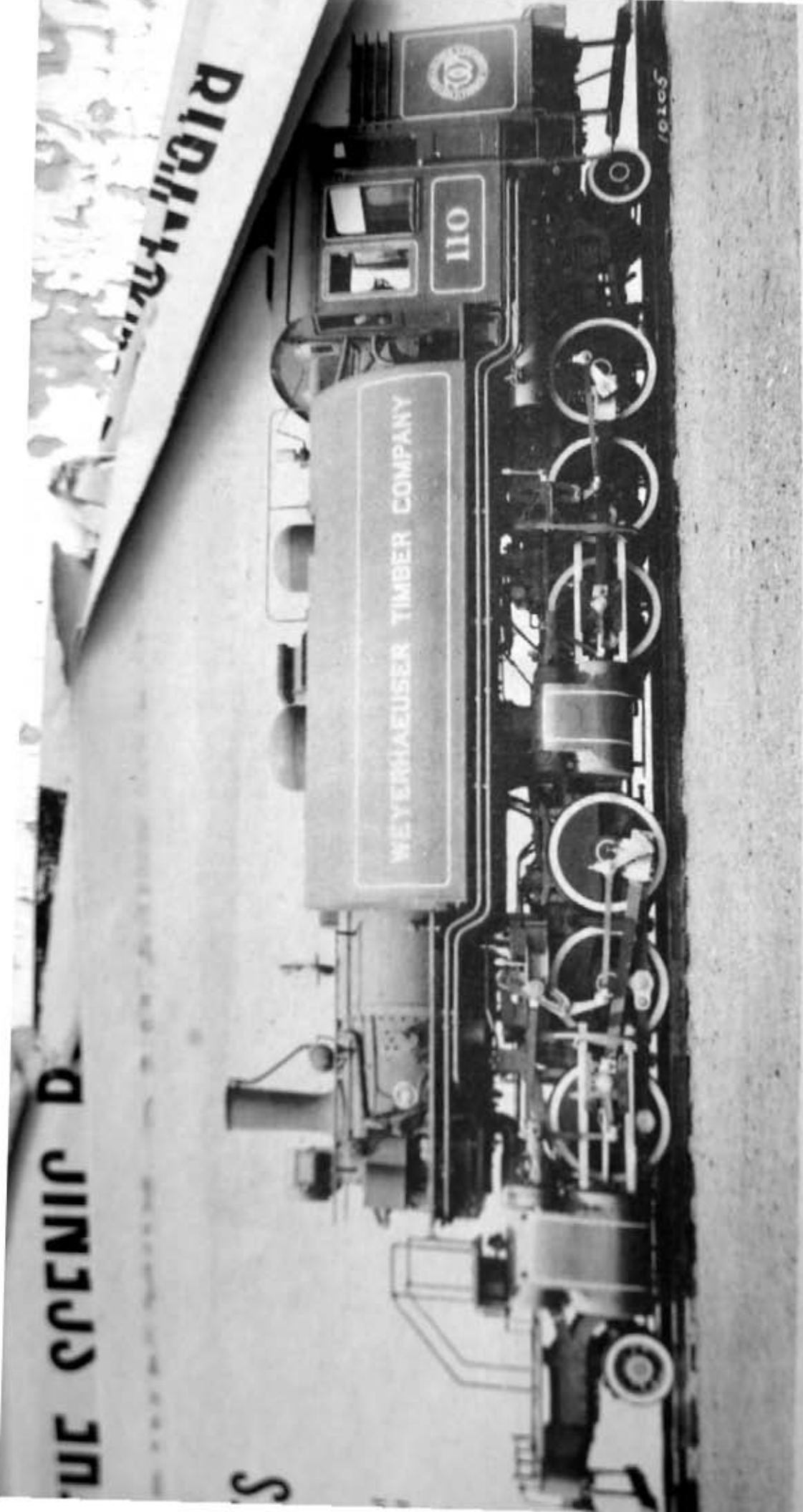
Collection of G. Leroy Crislip

BALDWIN LOCOMOTIVE WORKS discontinued attempts to enter the geared locomotive market and concentrated efforts on the articulated logging locomotive here represented by a tank type, 2-6-6-2T, number 110 of the Weyerhaeuser Timber Company, built in 1928.



Collection of G. Leroy Crislip

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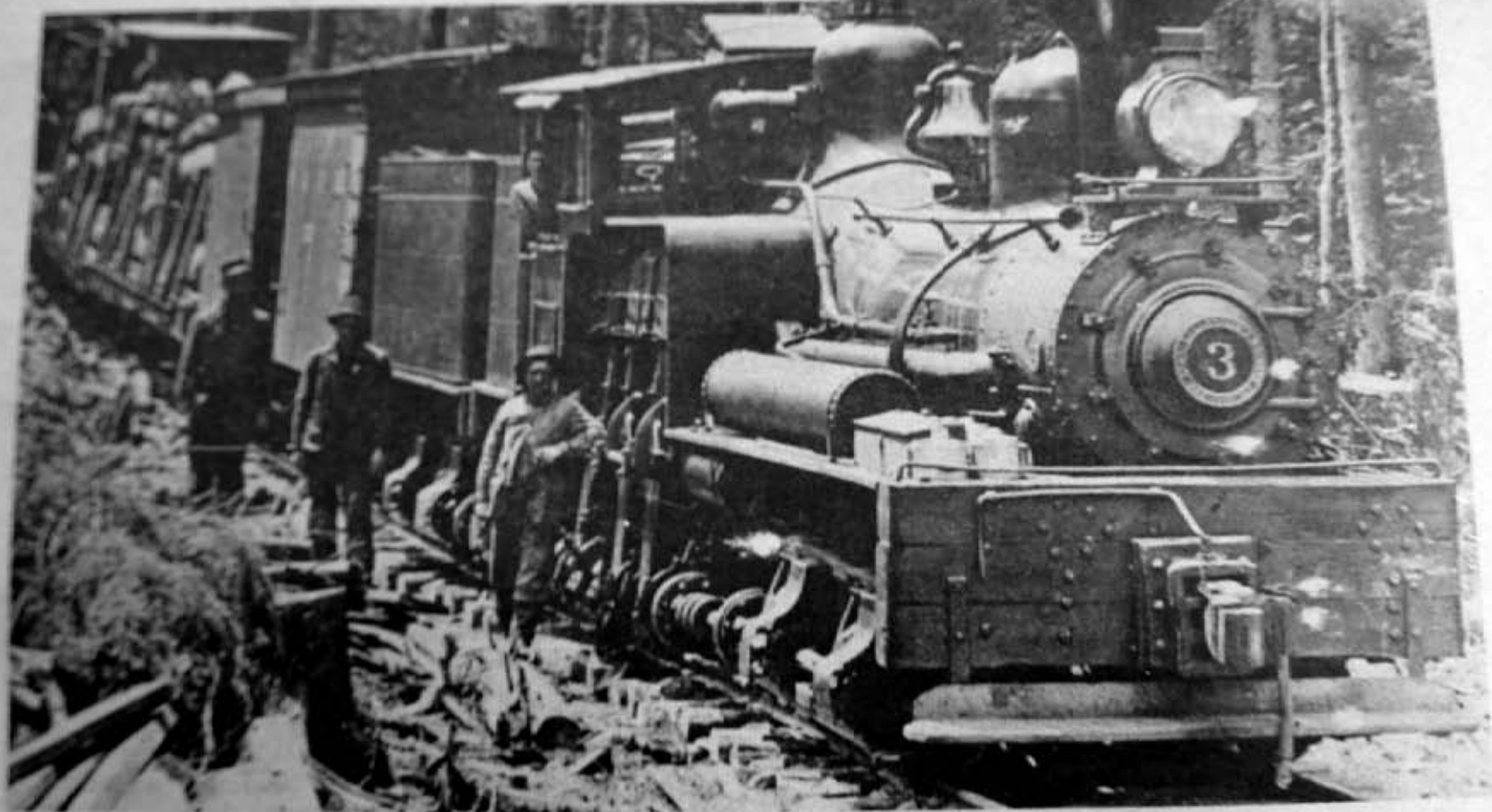


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s And Logging Camps



Collection of G. Leroy Crislip

A Class C Shay of the Greenbrier, Cheat & Elk is typical of the locomotives used on logging railroads.

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In a sense, I was "educated" by the personnel associated with logging. Most of them were unwashed

have to. He knew.

Another nameless individual - a swamper in the woods - taught me

Logging Railroads And Logging

by Gordon T. Hamrick

As "senior" member of the "railroad writers" - other than Sheriff Given, - I am the only member old enough to remember the logging trains of the 1930's and to have been in the logging camps. I would like to share with the readers some of my recollections of logging camp life.

The earliest thing I can remember is the aftermath of the "Fourth of July Flood" (July 2, 1932, on Leatherwood Creek). At the time I was not quite two years old, but I can recall, as vividly as if in a photograph, the twisted rails of the Pardee and Curtin Lumber Company logging railroad near home, where Leatherwood Creek had washed a trestle out. Interspaced along the twisted rails were scattered ties, and the whole was suspended by rock abutments made up of the remains of the railroad grade.

I learned my numbers long before I reached school from the numbers on the Pardee and Curtin trains. I no longer remember which engineer worked on which train; however, at that time, I knew not only the train number, but also engineer, fireman and brakemen. And, these individuals were never too busy to give a friendly wave to a little boy with his nose stuck in the fence separating the yard from the railroad grade.

There was the day an inward-bound log train, with a heavy load of logs, ground to a stop in front of the house, and two burly brakemen jumped off, armed with brake irons, and beat the stuffing out of a villainess that had been so inquisitive as to stray into the vic-

fied. He thought for sure that he would lose his job. A company carpenter came and repaired the hole in the roof; the incident was never again mentioned.

I can also remember that during this time, the track crew would pay as much as a whole dime to a very small boy for lugging a very large bucket of water to a thirsty crew. I made a sight of money that summer.

At this time, the late William "Bill" McCourt was logging in Blazed Fork (so-called "Peaceful Valley" because the inhabitants were forever fighting) and in Powell Fork (3-A Hollow). I may or may not have been in these logging camps, but I do know where they were located.

One thing always associated with Bill McCourt's logging camps was a kerosene-burning refrigerator. I think the refrigerator was built on the spot; when the job was completed, the equipment was discarded. At any rate, every camp site I have ever visited could be distinguished by the remains of the refrigerator (the first time I found one of these, I went home and told my father I had found a moonshine still. He came and examined it and nearly laughed himself sick. To him, it was the funniest thing since the Black Plague.) Just last summer, I was wandering around in a portion of Blazed Fork that I thought had never been touched by man. I was wrong. There, big as life, lay the remains of one of Bill's refrigerators. How they got there, I'll never know. I suspect some enterprising soul had started to pack them out, had found them a little heavy, and



A Class C Shay railroads.

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photograph, the twisted rails of the Pardee and Curtin Lumber Company logging railroad near home, where Leatherwood Creek had washed a trestle out. Interspaced along the twisted rails were scattered ties, and the whole was suspended by rock abutments made up of the remains of the railroad grade.

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I suppose I received my first lessons in interracial relationships along the logging railroads. The track crews for Pardee and Curtin were composed of "Tallies" (Italians); there was Big John and Little John, Big Louie and Little Louie, and a host of others, the names of whom I have forgotten.

There was the day when Big John was supervising the construction of a siding near home. The foreman in charge of blasting, overestimated the charge of explosives, and the rocks rained down in our yard. One went through the roof of the house. Big John was mortally

injured (because the inhabitants were forever fighting) and in Powell Fork (3-A Hollow). I may or may not have been in these logging camps, but I do know where they were located.

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As a lad, I removed myself from parental supervision as quickly and frequently as possible. In the company of cousins or neighborhood kids, I set off to conquer the countryside, armed only with an airgun or bow and arrow. No one seemed to mind where we went. After all, the dog knew his was home, even if we didn't.

Every kid my age had a dog of some sort or another - always a mongrel. In my case, my canine companion over the years was a black and tan mongrel of indeterminate breed. His mother had been



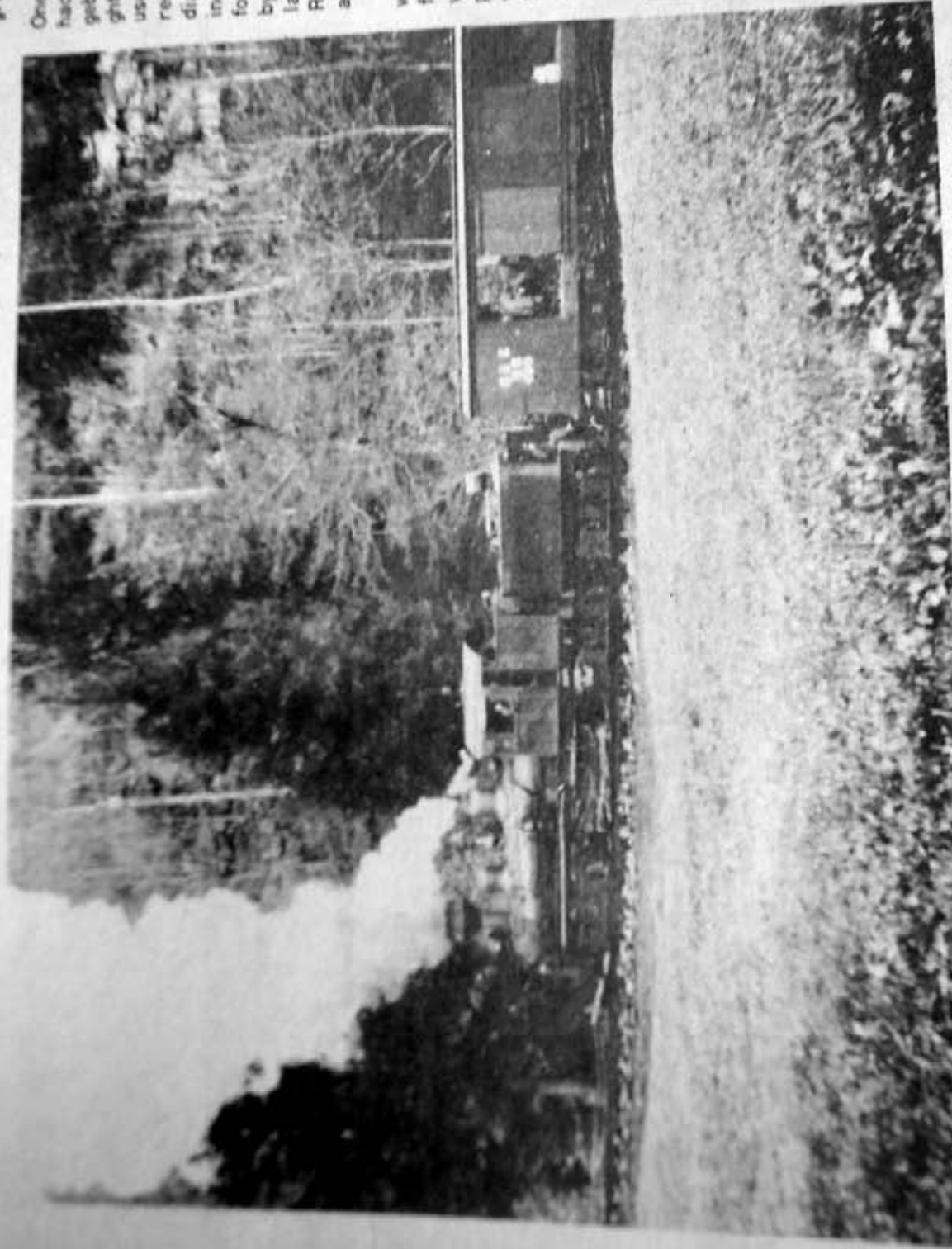
A Class C Shay of railroads.

a full-blooded black and the identity of his father never determined. The assortment of canine traits gave him an attitude of "what the hell, this hunting is fun." He was willing to hunt anything through swam, crawled, or flew. I'd buy a bear if called upon, lacking other things. He would spend patient hours in the creek, trying to catch fish. To my knowledge, he never caught anything, but he gave it a try. Among other traits, he was fond of chasing airplanes and people - learned to take a wide berth. He weighed eighty pounds, all of which he had a disposition to use. Few people cared to take him on a second time.

As I grew older, the logging camps progressed further into Leatherwood Creek, which was located at the Forks of the river. Although the camps were two and a half miles from home, it was well within the scope of my wanderings, and was attractive to a small crowd. Belle Payne, the cook, Collins, the cookee, were good for a liberally made cherry pie and a cup of Carnation milk. For me, there was always a chunk of meat or a bone. Natural point of pass through frequently as possible.



of the house. Big John was mostly miniature breed. His mother had been frequently as possible.



Collection of Gordon T. Hamrick
Greenbrier, Cheat & Elk Shay number 6 at the Adam J. Hamrick Farm on Leatherwood Creek
around 1916. The Pardee & Curtin Lumber Company later converted this line for its narrow-
gauge Shay. The building was within a few hundred yards of this spot.

One such nameless individual, who had probably never heard of algebra, calculus, or geometry, taught me to scale a log without use of a scale stick. I can remember his teaching: "from diameter of the smaller end, inches, subtract four; square of fourth the remainder, and multiply by the length in feet." Many years later I learned this was D Rule, the universally accepted rule for the hardwood industry.

"Lon" Rogers, who at that time was hooking tongs on a log for Pardee and Curtin, taught me weights and balances by the process of demonstrating how it would happen if the tongs were hooked off-center on a log. I doubt if Lon could have told me the formula for determining the position for the tongs; he

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As I grew older, the logging camps progressed further up Leatherwood Creek, with one being located at the Forks of Leatherwood. Although this was some two and a half miles from home, it was well within the radius of my wanderings, and was mighty attractive to a small boy. Mrs. Belle Payne, the cook, and Warrick Collins, the cookse, were always good for a liberally cut hunk of cherry pie and a cup of coffee with Carnation milk. For the dog, there was always a chunk of corn bread or a bone. Naturally I made it a point to pass through the camp as frequently as possible.

In a sense, I was "educated" by the personnel associated with logging. Most of them were unwashed, unshaven, uneducated, and addicted to strong drink on payday. They could not have bribed their way into a social club or church; yet, they were strangely gentle and patient with small boys. We didn't swear, chew, or smoke in front of them for the simple reason that if we had, a large, calloused hand would have descended resoundingly on our posterior.

I can no longer remember the names of many of the men I knew.

have to. He knew

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From

A logging camp crew was a rough lot, but these I to talk with a small boy and box his ears if he grow up.

One such nameless individual, who watching the

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From the Knicely Collection

A logging camp crew was a rough lot, but these men always found time to talk with a small boy and box his ears if he tried to swear like a grownup.

One such nameless individual, who had probably never heard of algebra, calculus, or geometry, taught me to scale a log without the use of a scale stick. I can still remember his teaching: "from the diameter of the smaller end, in inches, subtract four; square one-fourth the remainder, and multiply by the length in feet." Many years later I learned this was Doyle's Rule, the universally accepted scale for the hardwood industry.

"Lon" Rogers, who at that time was hooking tongs on a log loader for Pardie and Curtin, taught me weights and balances by the simple process of demonstrating what would happen if the tongs were hooked off-center on a log. I doubt if Lon could have told me the formula for determining the position for the tongs; he didn't

watching the dull red flakes fall off as the smith hammered the metal into shape. Then, there was the hiss of hot metal and water, as the finished article was plunged into water for the required time. It was not until many years later that I realized that I had learned a great deal about tempering metals for various uses from the blacksmith(s).

The logging camps were always a fascinating place to visit. There were usually a few families present in each camp, most of whom had school-age children. I made a point of getting acquainted with these children, in hopes of being able to stay overnight at the logging camp.

(Continued on Page 7)

C & K FORD SALES

105 South Main Street

WEBSTER SPRINGS, WEST VIRGINIA

Telephone 847-2717

FORDS





Collection of G. Leroy Crislip

Shay of the Greenbrier, Cheat & Elk is typical of the locomotives used on logging

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In a sense, I was "educated" by the personnel associated with logging. Most of them were unwashed, unshaven, uneducated, and addicted to strong drink on payday. They could not have bribed their way into a social club or church; yet, they were strangely gentle and patient with small boys. We didn't swear, chew, or smoke in front of them for the simple reason that if we had, a large, calloused hand would have descended resoundingly on our posterior.

I can no longer remember the names of many of the men I knew.

have to. He knew.

Another nameless individual - a swamper in the woods - taught me the elements of leverage by demonstrating what happened if you placed a rock at different positions under a pole. Someone else taught me how to set and file a crosscut saw and how to grind and file an axe.

The blacksmith shop was always a fascinating place to visit. If the smith was busy, he might even let me turn the handle to the forge. There was always the thrill of seeing the white sparks shoot off a piece of metal in the forge and



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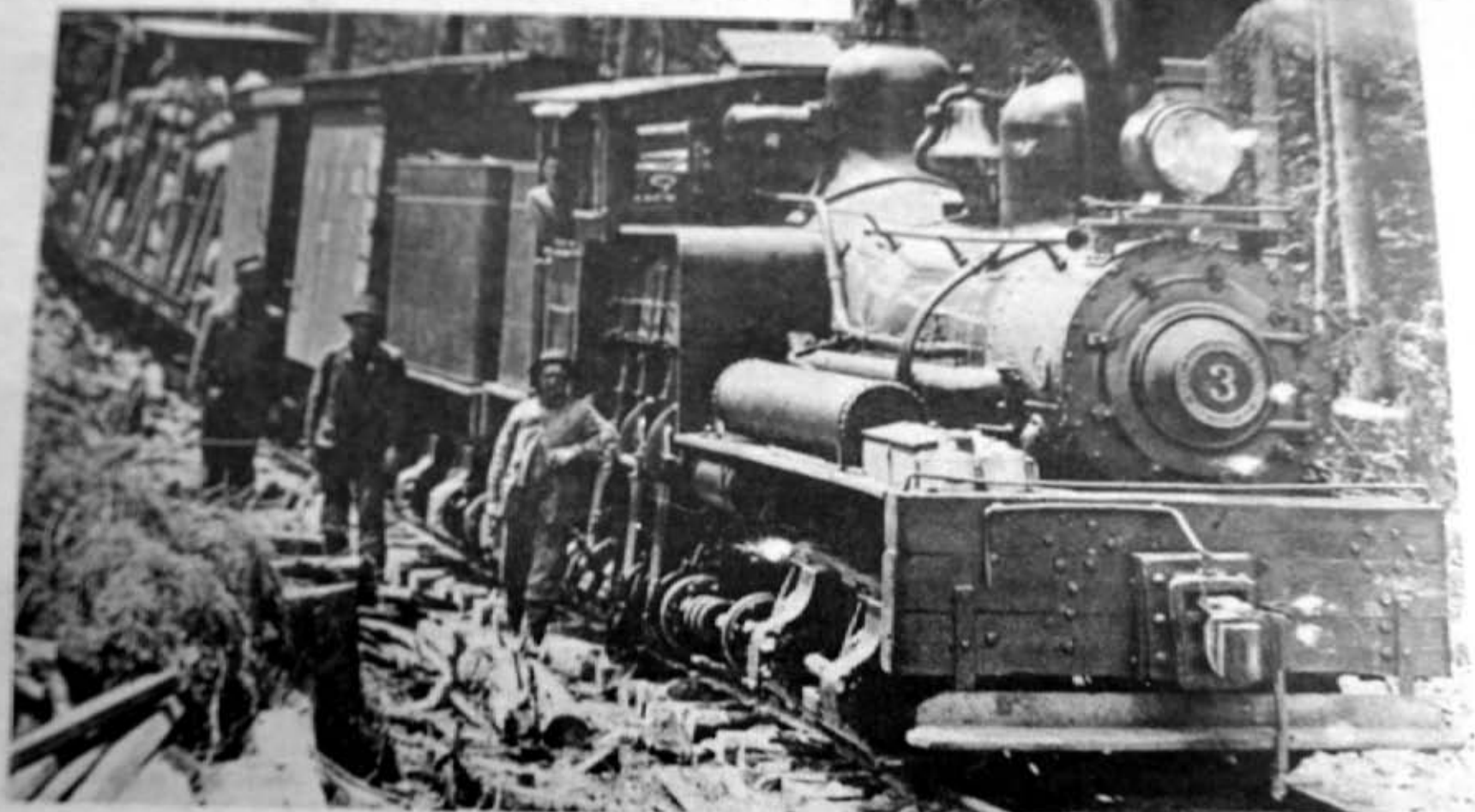
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Collection of G. Leroy Crislip
A Class C Shay of the Greenbrier, Cheat & Elk is typical of the locomotives used on logging
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Scenic Railroads Are Lots Of Fun, But . . .

by
Ronald

V.

Hardway



Everyone who rides a scenic railroad immensely enjoys the experience. Many people appreciate the beauty, sight and sound of a steam locomotive puffing and screeching along. One can almost obtain a college education observing and working with the people who come to ride the train. For those who own establishments that cater to a scenic train crowd, their joy is tremendous when it comes time to spend their profits. These people who actually run the train or supervise operations feel great satisfaction every time a capacity-filled train chugs away from the station, white steam and black smoke filling the sky.

But organizing and operating a scenic railroad is not all fun and games. There is a great deal of satisfaction in convincing people that a scenic railroad is a good thing to have. But there is also much frustration and time-consuming hard work in creating a scenic railroad. A series of articles in the Webster County newspapers recently outlined the problems faced in planning the development of the Webster-Randolph Scenic Railroad. People tend to appreciate something more if they understand how that something works or how it came about. To help people understand exactly what it takes to create a scenic railroad the following paragraphs will summarize the problems involved in the creation and operation of a scenic railroad.

The Webster-Randolph Scenic Railroad will be owned and operated by the State of West Virginia and the Department of Natural Resources will be responsible for the actual operation of the train. Before the State can own the railroad the West Virginia Legislature must appropriate the funds necessary for creating and developing the railroad. The first problem that the Webster-Randolph Scenic Railroad backers face is securing the support of the West Virginia Legislature to the point where it is willing to authorize funds for the railroad. Webster County Member of the House of Delegates, D. P. Given, will introduce a bill into the House of Delegates asking the delegates to appropriate the necessary funds. Carl Garner of Richwood, State Senator from the fourth Senatorial District, will

introduce a like measure on the floor of the State Senate. But the mere introduction of these vital pieces of legislation does not guarantee their passage. Private individuals will be talking with various members of the state legislature in an effort to convince them that the Webster-Randolph Railroad will become a permanent and paying proposition. But members of the general public can be of invaluable assistance in winning the support of the state legislature. Legislators are, after all, representative of the people, and one can expect them to favor something that the general public overwhelmingly favors. But the public must inform its representatives of their opinion before the legislators can act accordingly. The simplest and most effective method of communicating with public officials is via personal letter. Therefore it becomes the responsibility of each citizen who favors the Webster-Randolph Scenic Railroad to inform his representatives that he favors the project.

For those people who do not write letters because they "just can't put it in writing" the editor of this special newspaper has prepared a form letter for the paper that can simply be clipped out of the paper and mailed to any Senator or Delegate of his choosing, but preferably the ones who represent his particular county or area in Charleston. For those who delight in expressing their own opinion and hate for someone else to say something for them names of state Senators and Delegates are provided on the same page that carries the clip-out letter. Thus, the problem of winning the support of the State Legislature can quickly be solved by quick action on the part of interested citizens.

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is securing the cooperation, indeed the permission, of the railroad company over whose tracks the Webster-Randolph train will operate. In our case, we must convince the Western Maryland Railroad Company that the world will and if the Webster-Randolph train fails to become established.

Western Maryland must grant its permission before we may use the tracks. Assuming permission is granted, much complicated work is then required to develop a timetable for running the train. Unlike the Cass Scenic Railroad, the Webster-Randolph Railroad will be sharing tracks with other commercial trains, namely coal and freight trains which can regularly between Webster Springs and Elkins. Precise planning is required to prevent the Webster-Randolph steam locomotive from arriving at Spruce with a half dozen passenger cars, a full of coal while Western

appeared for in some enterprising junk collector's lot. But the search goes on. Eventually something will turn up.

Passenger cars are obviously important in a train whose sole purpose is to carry passengers. The Webster-Randolph Railroad is severely limited in its choice of passenger cars. Not only have most passenger cars faded away with train passengers in general, but we must locate cars of a particular size before they will fit on our train. One of the attributes of the Webster-Randolph scenic routes along Shaver's Fork and Elk River is the existence of hairpin turns, an unusual occurrence in mainline railroad tracks. Unfortunately, a passenger car that is too long or too wide cannot negotiate these turns. The cars may get out in the point where the edges, sideways, the hillside, or worse, push against each other until they hoist themselves off the

to handle a crowd of tourists for a trip as long as the Forest Festival Special. Since the Webster-Randolph route will be exactly as long as the Forest Festival Special from both ends, the train developers know exactly what not to have on the Webster-Randolph run. We need cars with windows which offer unobstructed views of the passing scenery. They also must have comfortable, padded seats. Provision must be made for heating the cars in the event of chilly weather, a not unusual occurrence along Shaver's Fork and Elk River even in June and July. Due to the length of the trip a dining car is essential if the train is to maintain its drawing power. Once the appropriate cars are located, much patience and forbearance are required to negotiate their sale and transportation to their new home. In many cases, the cars may have to be completely overhauled before they can be transported. Repairs will almost automatically be required before the cars become suitable for use on a scenic railroad.

Trips on scenic railroads provide two points of attraction for the tourist. In the first place he gets to ride a train pulled by a steam locomotive, an event no longer attainable in the United States unless it is a special scenic train. The tourist also wants to see something worthwhile as he rides the train. Everyone familiar with the Shaver's Fork Plateau and the Elk River Valley agree that unspoiled mountain scenery will be the main selling point of the Webster-Randolph Scenic Railroad. But even this magnificent, wild mountain beauty poses problems for the scenic railroad developers.

Tourists usually carry cameras. Few of them take photographs in a serious effort to document their trip for their own future reference. Most take pictures to show their friends where they were and what they saw that was worth seeing. The problem arises when one realizes that the average tourist cannot take clear, sharp photographs from a moving train. Stops must be arranged to allow the vacation photographers to get off their train and take photographs at their leisure. The committee which will plan the scenic route schedule must decide which places along the way

(Continued on Page 12)



Collection of Gordon T. Hamrick
THE HOLLY RIVER & ADDISON used passenger cars with short wheelbases. Such a type is essential to the scenic railroad because of the sharp turns on the Western Maryland.

Maryland diesel No. 28 arrives at the Baltimore shipping yards with one hundred-twenty coal cars full of grimy tourists.

The most important element in any railroad that runs is the locomotive. The Webster-Randolph route will be a long run. Round-trip distance from both Elkins and Webster Springs to Spruce is about one hundred-twenty miles. A powerful locomotive is required to pull several passenger cars at a speed fast enough to finish the run in a reasonable amount of time. At the same time it must not go so fast that its riders will be unable to appreciate the magnificent mountain scenery along the route. The opportunity to view extraordinary things is what tourism is all about, and if the Webster-Randolph Scenic Railroad flashes past Whitaker Falls at sixty miles per hour, not too many tourists are going to return for a second glance. The Gray and Heister locomotives used at Cass, though picturesque, do not have the speed potential to pull the Webster-Randolph train and get back before the tourists' vacations are over. A diesel has the necessary speed and power, but a diesel's hour of appeal is about equal to a town's garbage dump. Thus, a search must be made for a powerful, fairly fast, steam engine. Its conductor must be excellent, or at least good enough to be exceptionally required. It must be attractive, or possess potential to be made attractive. It sounds strange to compare our search for the proper engine with the old saw about "looking for a needle in a haystack," yet that is precisely what the Webster-Randolph developers are faced with. The type of steam engine we need is supplied from American cars in the 1920's. Most of them have the

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The passenger cars also must be comfortable and attractive. Elsewhere in this newspaper is an account of a "scenic trip" the editor and writers for this paper took from Elkins to Spruce on the Western Maryland Forest Festival Special. On this particular trip several cabooses were utilized to handle the overflow crowd. Riding in a caboose was unique and exciting the first ten miles of the trip, but the last one hundred miles produced bruises, aches and pains that no wild-brave rider ever dreamed of having. The cabooses simply were not equipped



Photo by G. Larry Crisp
ALTHOUGH EFFECTIVE, steam, such as this GP-9 seen in eight miles at Elkins, cannot do the speed and crowd-drawing job of steam locomotives.



DELEGATE D. P. GIVEN (left) and Richwood plan to introduce the scenic

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by

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Hardway

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introduce a like measure on the floor of the State Senate. But the mere introduction of these vital pieces of legislation does not guarantee their passage. Private individuals will be talking with various members of the state legislature in an effort to convince them that the Webster-Randolph Railroad will become a permanent and paying proposition. But members of the general public can be of invaluable assistance in winning the support of the state legislature. Legislators are, after all, representative of the people, and one can expect them to favor something that the general public overwhelmingly favors. But the public must inform its representatives of their opinion before the legislators can act accordingly. The simplest and most effective method of communicating with public officials is via personal let-

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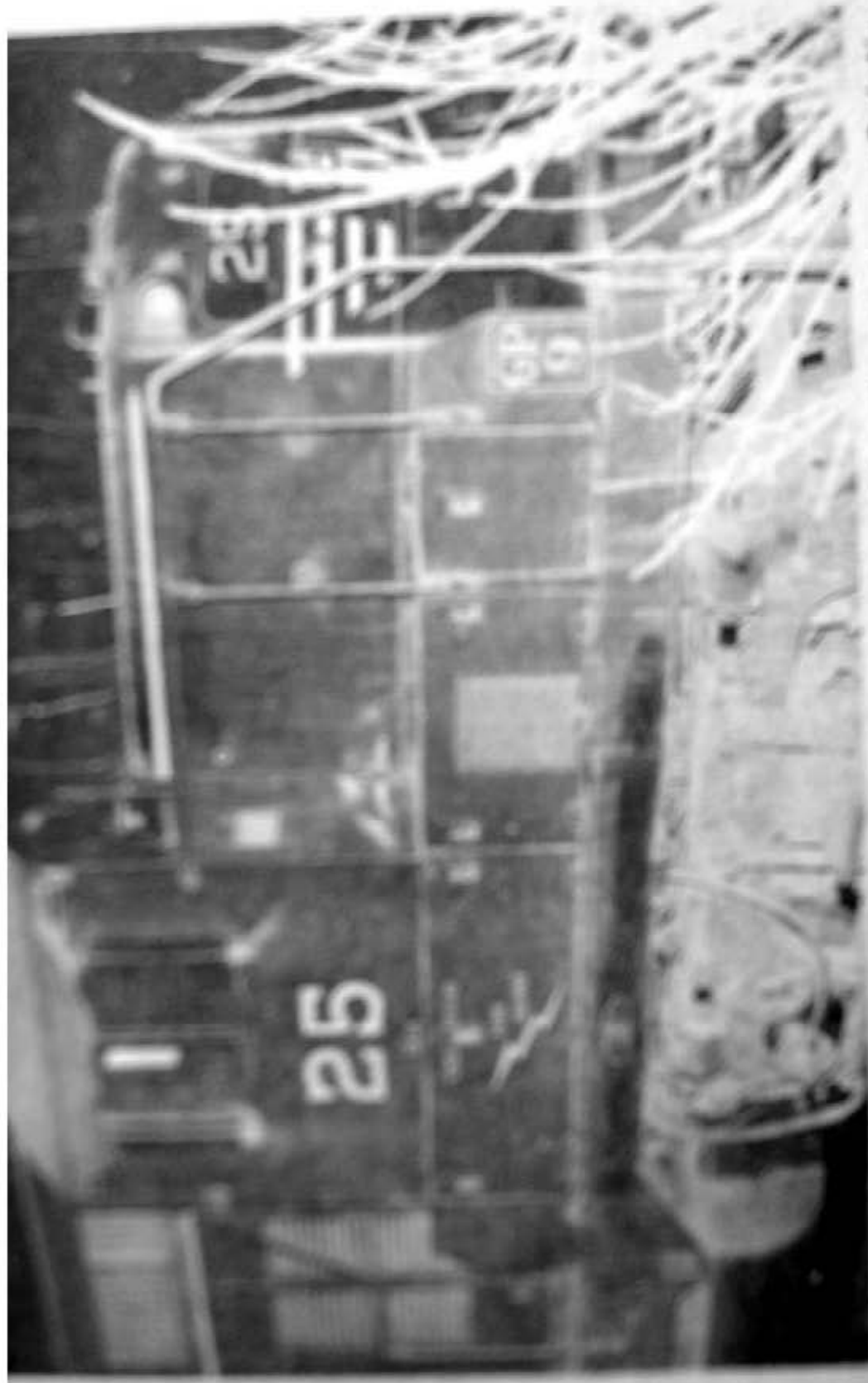


Photo by G. Leroy Crislip

ALTHOUGH EFFECTIVE, diesels, such as this GP-9 seen in night action at Bergamo, simply do not have the appeal and crowd-drawing power of steam locomotives.

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(Continued on Page 12)



DELEGATE D. P. GIVEN, of Richwood plan to...
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Collection of G. Leroy Cristlip

CLASS H-9, CONSOLIDATION, built by Baldwin in 1921, is typical of the locomotives used by the Western Maryland Railroad on the Elkins to Webster Springs section. Similar locomotives are needed for use on the scenic railroad.

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appeal and crowd-drawing

Webster Springs to Spruce is about one hundred-twenty miles. A powerful locomotive is required to pull several passenger cars at a speed fast enough to finish the run in a reasonable amount of time. At the same time it must not go so fast that its riders will be unable to appreciate the magnificent mountain scenery along the route. The opportunity to view extraordinary things is what tourism is all about, and if the Webster-Randolph Scenic Railroad flashes past Whittaker Falls at sixty miles per hour, not too many tourists are going to return for a second glance. The Shay and Heisler locomotives used at Cass, though picturesque, do not have the speed potential to pull the Webster-Randolph train and get back before the tourists' vacations are over. A diesel has the necessary speed and power, but a diesel's tourist appeal is about equal to a town's garbage dump. Thus, a search must be made for a powerful, fairly fast, steam engine. Its condition must be excellent, or at least good enough to be economically repaired. It must be attractive, or possess the potential to be made attractive. It sounds strange to compare our search for the proper engine with the old saw about "looking for a needle in a haystack," yet that is precisely what the Webster-Randolph developers are faced with. The type of steam engine we need disappeared from American rails in the 1950's. Most of them have dis-

appeared in this newspaper is an account of a "scenic trip" the editor and writers for this paper took from Elkins to Spruce on the Western Maryland Forest Festival Special. On this particular trip several cabooses were utilized to handle the overflow crowd. Riding in a caboose was unique and exciting the first ten miles of the trip, but the last one hundred-ten miles produced bruises, aches and pains that no wild bronco rider ever dreamed of having. The cabooses simply were not equipp-



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appeared forever in some enterprising junk collector's lot. But the search goes on. Eventually something will turn up.

Passenger cars are obviously important in a train whose sole purpose is to carry passengers. The Webster-Randolph Railroad is severely limited in its choice of passenger cars. Not only have most passenger cars faded away with train passengers in general, but we must locate cars of a particular size before they will fit on our train. One of the attributes of the Webster-Randolph scenic routes along Shaver's Fork and Elk River is the existence of hairpin turns, an unusual occurrence in mainline railroad tracks. Unfortunately, a passenger car that is too long or too wide cannot negotiate these turns. The cars may jut out to the point where the edges sideswipe the hillside, or worse, push against each other until they hoist themselves off the

to handle a crowd of tourists for a trip as long as the Forest Festival Special. Since the Webster-Randolph route will be exactly as long as the Forest Festival Special from both ends, the train developers know exactly what not to have on the Webster-Randolph run. We need cars with windows which offer unobstructed views of the passing scenery. They also must have comfortable, padded seats. Provision must be made for heating the cars in the event of chilly weather, a not unusual occurrence along Shaver's Fork and Elk River even in June and July. Due to the length of the trip a dining car is essential if the train is to maintain its drawing power. Once the appropriate cars are located, much patience and fortitude are required to negotiate their sale and transportation to their new home. In many cases, the cars may have to be completely overhauled before they can be transported. Repairs will almost automatically be required before the cars become suitable for use on a scenic railroad.

Trips on scenic railroads provide two points of attraction for the tourist. In the first place he gets to ride a train pulled by a steam locomotive, an event no longer attainable in the United States unless it is a special scenic train. The tourist also wants to see something worthwhile as he rides the train. Everyone familiar with the Shaver's Fork Plateau and the Elk River Valley agree that unspoiled mountain scenery will be the main selling point of the Webster-Randolph Scenic Railroad. But even this magnificent, wild mountain beauty poses problems

Collection of Gordon T. Hamrick

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Tourists usually carry cameras.
Few of them take photographs in
a serious effort to document their
trip for their own future reference.
Most take pictures to show their
friends where they were and what
they saw that was worth seeing.
The problem arises when one real-
izes that the average tourist can-
not take clear, sharp photographs
from a moving train. Stops must
be arranged to allow the vacation
photographers to get off their train
and take photographs at their lei-
sure. The committee which will
plan the scenic route schedule must
decide which places along the way

(Continued on Page 12)



ads Are Lots Of Fun, But . . .



Collection of G. Leroy Crislip

CLASS H-9, CONSOLIDATION, built by Baldwin in 1921, is typical of the locomotives used by the Western Maryland Railroad on the Elkins to Webster Springs section. Similar locomotives are needed for use on the scenic railroad.

is securing the cooperation, indeed the permission, of the railroad company over whose tracks the Webster-Randolph train will operate. In our case, we must convince the Western Maryland Railroad Company that the world will end if the Webster-Randolph train fails to become established.

Western Maryland must grant its permission before we may use the tracks.

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Photo by G. Leroy Cristie

DELEGATE D. P. GIVEN of Webster Springs and **Senator Carl Gainer** of Richmond plan to introduce bills in the State Legislature to establish the scenic railroad.

GOING THE RAILS FROM ELKINS TO SPRUCE

by G. Leroy Crislip

What is it like to actually ride a scenic railroad? The team which is trying to establish the Webster-Randolph Scenic Railroad just had the unique experience on October 4, 1970 of taking just such a trip over what will be one half of the proposed scenic line. The following is the account of that excursion.



The railroad team arrived in Elkins at 6:30 a.m. on October 4, and stepped out of our warm cars into the early-morning cold and proceeded to wind our way to the Western Maryland station where we were to meet Sheriff Given before starting our trip over the Western Maryland from Elkins to the site of the former town of Spruce near Cass. After taking a quick look around, we discovered that Sheriff was nowhere to be seen. Assuming that he was either talking with some railfans in the dark of the railroad yard or getting a few last minutes of sleep, we had a quick conference to decide where on the train to spend the rest of the day. Western Maryland caboose number 1626, the third from the front of the train, was chosen, and most of the group proceeded to make themselves at home in one end of it. At first we had considered riding in one of the open cars for photographic purposes, but the warmth of the caboose was much too inviting for us to resist.

Dad and I decided to try to find a quiet and make sure he would not miss the train. After walking in a roundabout way to the Tygart Hotel, I learned that Sheriff had already left to get a cup of coffee at a nearby restaurant where Dad had already found him. We left him to retrieve his overcoat after admonishing him to make the train on time and headed back toward the station where the Cass Scenic Railroad Heisler number six was making its presence known with noise, smoke, and steam as it moved into position at the head of the cars.

Arriving at the train I found Phil Bagdon of Alexandria, Virginia, who had been along as reporter for the trip made earlier from Webster Springs to Spruce, and after completing our photography for the moment, we boarded the train. Western Maryland diesel, type GP9, number 28 slowly backed toward the Heisler and coupled up with it to complete the motive power setup for the first part of the journey. At 7:38 a.m. the locomotives backed toward the station and coupled together the assortment of cars which were to

comprise the train. Those of us who had already settled down in the caboose thought the trip had started and headed for the vestibule grabbing cameras and notebooks as we went. Seeing it was a false start, we returned to our seats in the caboose and having lost the excitement of the moment, once again became sleepy, hungry, and uncertain about what the day would hold for us.

No sooner than we had settled down we were suddenly jerked awake by the train starting to move once again. The previous scene was repeated complete with cameras and notebooks flying in all directions. Now we were sure that the trip had begun, only to find us stopped once again a few yards down the track.

While waiting for the train to start again we began discussing the plans for the day and made sure we had lost no one in the confusion. Sheriff Given was already working on his first cigar of the day and had started promoting the scenic railroad with the other passengers. My father, George E. Crislip, was there with Sheriff talking about the railroad and trying to keep the railroad had Sheriff had given him from Ronald V. Hardway was limbering up his writing arm jotting down notes about the problems involved in operating a scenic railroad, and the trip which had not quite begun. Clifford P. Carpenter, who had planned to observe the trees and other plant life along the tracks, was busy trying to find some greenery in the wasteland of the railroad yard. Jerry Winkler, President of the Webster Springs High School Forestry Club, was taking

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Photo by G. Leroy Crislip



HEISLER NUMBER 6 at Elk River Junction, 20.8 miles from Elkins.

about the article he was going to write for the school paper and also about how hungry he was becoming, though not necessarily in that order. Gordon T. Hamrick was busily checking over his camera in preparation for his day's work as Phil Bagdon and I swapped yarns about the railroads before momentarily leaving the train to take a few quick photographs.

The train moved away from the station at 7:57 a.m. travelling very slowly down through the railroad yard, crossing a bridge over the river, and gradually increasing speed as it left Elkins. Leaving the city the train crossed over routes 250 and 219 and a short distance later crossed over route 33 and then wound its way around the low mountains to the east where the sun was already casting a warming glow as it filtered through the trees near the summits.

We began preparing for the lunel which is located 4.8 miles from Elkins and at that point extended through the mountain allowing the tracks to pass under route 33. Soon we were there, and as I began taking photographs of the train entering the tunnel, Jerry grabbed me by the belt to keep me from falling. Then the dark of the tunnel closed around us blotting out all light except the feeble glow cast through a window in the cab-

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Scenic Railroads Are Lots Of Fun, But . . .

(Frederick V. Harbaway - Continued from Page 11)

will be most interesting to tourists, not even be recognized as "interesting" until much hard labor is put forth to develop the scenic attraction to the point where tourists will consider it worthwhile to get off the train to look at the sight. Local assistance is invaluable in defining interesting points and preparing them for a tourist train.

Another important problem that is completely out of the hands and responsibility of the railroad creators is the ability of the scenic railroad home ports to handle a heavy tourist traffic. The Cass Scenic Railroad now attracts upwards of sixty thousand tourists annually. Cass is able to provide this staggering amount of visitors with recreation, but it cannot provide them with moorings or lodging. Fortunately several private developers in the Cass area recognized the potential value of the Cass Railroad, and several first class motel-restaurant units exist in the Cass area. Already the city of Elkins is well endowed with hotels, motels and restaurants, due mainly to the annual Forest Festival. These facilities would be able to host an extra hundred thousand visitors annually.

Webster Springs, to the contrary, would find it very difficult to handle such large crowds. There are no large, modern hotel, motel or restaurant complexes in or near Webster Springs. One new facility is being rushed towards completion in time for the May 1-2 special trip using the Cass locomotives and trains, but this establishment is not going to be enough for Webster Springs to support its end of the scenic railroad bargain. Cass has handled daily crowds which numbered in the thousands. Webster Springs will have great difficulty handling crowds in the dozens.

Finally, there is the cost of operation of the scenic railroad. In the beginning the cost of operations for the Webster-Randolph Scenic Railroad will have to be borne by the taxpayers of West Virginia. The reason for this is that the railroad will be operated as a state park with the State of West Virginia being held responsible to meet costs. This situation cannot persist. The people of West Virginia cannot be expected to continuously pay for the railroad. The train must eventually pay for itself or there can be no justification for its continued existence. The Cass Railroad operated in the red during its

first few seasons, but Cass now more than pays its own way. Thanks to the persistence and dedication of a few individuals and widespread community cooperation, the Cass Scenic Railroad has overcome its early deficits and is now a permanent tourist attraction for the State of West Virginia and local residents in the Cass area.

Because of its largeness of scale the Webster-Randolph Scenic Railroad must quickly show a profit. Expenses will run too high to continue taking chances that the railroad will pay for itself. Here is where community action and support is essential for the future of the railroad. Elkins and Webster Springs must put forth every effort to attract and keep a tourist trade in their town. There will be many people who will come to both towns simply to see the train. But these people will come to Elkins and Webster Springs expecting to find modern stores stocked with modern commodities, or antique shops stocked with genuine antiques. They will probably expect to find local arts and crafts shops and museums containing items of local history and culture. Here again, they will be looking for convenient and re-

putable dining and sleeping facilities. If Elkins and Webster Springs themselves can attract tourists, the chances of capacity crowds to ride the Webster-Randolph Scenic Railroad increases almost to the point where one can guarantee daily capacity trips.

The special trip, now scheduled for May 1-2, 1971, will serve as authoritative barometer to measure both the tourist drawing power of the railroad as well as the willingness and ability of Webster Springs and Elkins to take care of the crowds. Due to the continuous success of the Forest Festival, we have no doubt that Elkins can hold up her end of the Webster-Randolph Scenic Railroad. Webster Springs poses the only question. We hope the May "Special" will make it obvious to everyone involved how much fun and profit a lot of hard work can create.

COMPLIMENTS OF

Horton's Produce

Webster Springs

Horton's Grocery

Bergoo

Given Construction Co., Inc.

Commercial & Industrial Building

COWEN, W. VA.

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RIDING THE RAILS FROM ELKINS TO SPRUCE

by G. Leroy Crislip

What is it like to actually ride a scenic railroad? The team which is trying to establish the Webster-Randolph Scenic Railroad just had the unique experience on October 4, 1970 of taking just such a trip over what will be one-half of the proposed scenic line. The following is the account of that excursion.



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Arriving at the train I found Phil Bagdon of Alexandria, Virginia, who had been along as reporter for the trip made earlier from Webster Springs to Spruce, and after completing our photography for the moment, we boarded the train. The train

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HEISLER NUMBER 6 at Elk River Junction

about the article he was going to write for the school paper and also about how hungry he was becoming, though not necessarily in that order. Gordon T. Hamrick was busily checking over his camera in preparation for his day's work as Phil Bagdon and I swapped yarns about the railroads before momentarily leaving the train to take a few quick photographs.

The train moved away from the station at 7:57 a.m. travelling very slowly down through the railroad yard, crossing a bridge over the river, and gradually increasing speed as it left Elkins. Leaving the city the train crossed over routes 250 and 219 and a short distance later crossed over route 33 and then wound its way around the low mountains to the east where the sun was already casting a warming glow as it filtered through

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a false start, we returned to our seats in the caboose and having lost the excitement of the moment, once again became sleepy, hungry, and uncertain about what the day would hold for us.

No sooner than we had settled down we were suddenly jerked awake by the train starting to move once again. The previous scene was repeated complete with cameras and notebooks flying in all directions. Now we were sure that the trip had begun, only to find us stopped once again a few yards down the track.

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Photo
HEISLER NUMBER 6 at Elk River Junction, 20

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We began preparing for the tunnel which is located 4.8 miles from Elkins and at that point extends through the mountain allowing the tracks to pass under route 33. Soon we were there, and as I began taking photographs of the train entering the tunnel, Jerry grabbed me by the belt to keep me from falling. Then the dark of the tunnel closed around us blotting out all light except the feeble glow cast through a window in the cab-

oose ahead. The steady strike audibly progress the Heisler's contribution with this collection of photographs on the railroad. Suddenly the effect by setting the room was justifying they much perhaps experience. That thin that open air as low V. lan mo sev reg and Sha high cloth ing it derne of the come Rail and 1 Sprin Since case rail now

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trary, would find it very difficult to handle such large crowds. There are no large, modern hotel, motel or restaurant complexes in

first few seasons, but Cass now more than pays its own way. Thanks to the persistence and dedication of a few individuals and



Photo by G. Leroy Crislip

LUMBER 6 at Elk River Junction, 20.8 miles from Elkins.

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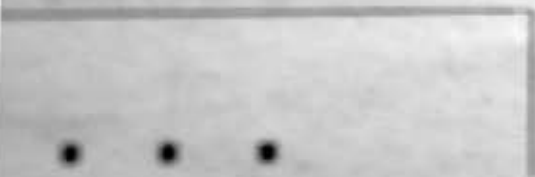
oose ahead by a kerosene lamp.
The steady click-clack of the whe-
els striking the joints in the rails
audibly marked our gradual pro-
gress through the mountain. The
Heisler was making its contribu-
tion with smoke and cinders, and
this combined with the GP9's ex-
haust fumes really gave those of
us on the vestibule a "taste" of
railroading both past and present.

Suddenly we were out, and the
effect was similar to that obtained
by setting off a flashbulb in a dark
room; only in this case the light
was longer lasting. After ad-
justing to the light we found that
the day seemed to have become
much brighter than before per-
haps as a result of our having
experienced the gloom of the tun-
nel. Now we were ready for any-
thing, and though we were glad
that we were not riding one of the
open cars, even the cold morning
air did not seem so bad as before
as the train moved steadily onward
toward the rising sun.

When the train headed south the
land along the tracks was a typical
mountain landscape dotted with

and gradually increasing as it left Elkins. Leaving by the train crossed over 250 and 219 and a short while later crossed over route then wound its way around mountains to the east where it was already casting a glow as it filtered through a near the summits.

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low seasons, but Cass now than pays its own way. This is the persistence and dedication of a few individuals and local community cooperation. Cass Scenic Railroad has overcome its early deficits and is becoming a permanent tourist attraction. The State of West Virginia and residents in the Cass

area of its largeness of the Webster-Randolph Scenic Railroad must quickly allow it. Expenses will run too high to continue taking chances that it will pay for itself. It is where community action

justing to the light we found that they day seemed to have become much brighter than before perhaps as a result of our having experienced the gloom of the tunnel. Now we were ready for anything, and though we were glad that we were not riding one of the open cars, even the cold morning air did not seem so bad as before as the train moved steadily onward toward the rising sun.

When the train headed south the land along the tracks was a typical mountain landscape dotted with several houses some of which were representative of both the best and worst of rural Appalachia. Shaver's Fork of Cheat River, the highest stream in the East was clothed in its veil of early morning mist providing a touch of wilderness scenery which was typical of the area along what may become the Webster-Randolph Scenic Railroad. Perhaps this scenery and that from Spruce to Webster Springs is unmatched in the East. Since much of the area is inaccessible by road, only a scenic railroad would enable people to view this beauty and still allow it to remain in its relatively undisturbed wilderness state.

At 9:14 a.m. we stopped at a siding, which is named Woodrow
(Continued on Page 13)

putable dining and sleeping facilities. If Elkins and Webster Springs themselves can attract tourists, the chance of capacity growth to ride the Webster-Randolph Scenic Railroad increases almost to the point where one can

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guarantee daily capacity trips.

The special trip, now scheduled
for May 1-2, 1971, will serve as
authoritative barometer to mea-
sure both the tourist drawing
power of the railroad as well as
the willingness and ability of Web-
ster Springs and Elkins to take
care of the crowds. Due to the
continuous success of the Forest
Festival, we have no doubt that
Elkins can hold up her end of the
Webster-Randolph Scenic Railroad.
Webster Springs poses the only
question. We hope the May "Spe-
cial" will make it obvious to every-
one involved how much fun and pro-
fit a lot of hard work can create.

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too inviting for us to resist.
Dad and I decided to try to find
Sheriff and make sure he would

part of the journey. At 7:30 a.m.
the locomotives backed toward the
station and coupled together the
assortment of cars which were to

ery in the wasteland d
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School Forestry Club, w

Scenic Railroads Are Lots Of F

(Ronald V. Hardway - Continued from Page 11)

will be most interesting to tourists, most of whom seldom get the chance to journey through a bonafide wild area. These "photo stops" must be worked into the train's timetable. "Photo stops" pose many problems which include such questions as how long the train will stop at a particular place, whether or not the passengers will be permitted to disembark from the train, and whether food will be served during a particular stop. These questions must be answered before the train makes its first run not only for the comfort and pleasure of the tourists, but also for the continued success of the train as a "scenic" railroad.

In pinpointing interesting sights along the route that might deserve a "photo stop" a question always arises about who owns the land where the interesting feature is located. In most cases the cooperating railroad company will not own much territory beyond the boundary of the tracks. The land on either side of the tracks will be owned by private individuals or companies. Permission must be sought and granted before the scenic train can halt and discharge passengers to tromp over someone's land taking photographs. These negotiations sometimes require a great deal of patience and understanding cooperation between negotiators for the railroad and the private owner before an agreement can be reached. Even when permission is granted to allow tourists on private land, extreme vigilance must be exercised by train personnel to make certain the tourists do not abuse the privilege to go on private land by littering or destroying private property.

Most interesting sites along the Webster-Randolph route are com-

pletely undeveloped. Some cannot even be recognized as "interesting" until much hard labor is put forth to develop the scenic attraction to the point where tourists will consider it worthwhile to get off the train to look at the sight. Local assistance is invaluable in defining interesting points and preparing them for a tourist train.

Another important problem that is completely out of the hands and responsibility of the railroad creators is the ability of the scenic railroad home ports to handle a heavy tourist traffic. The Cass Scenic Railroad now attracts upwards of sixty thousand tourists annually. Cass is able to provide this staggering amount of visitors with recreation, but it cannot provide them meals or lodging. Fortunately several private developers in the Cass area recognized the potential value of the Cass Railroad, and several first class motel-restaurant units exist in the Cass area. Already the city of Elkins is well endowed with hotels, motels and restaurants, due mainly to the annual Forest Festival. These facilities would be able to host an extra hundred thousand visitors annually.

Webster Springs, to the con-

trary, would find it very to handle such large crowds. There are no large, modern motel or restaurant complex near Webster Springs. A new facility is being rushed to completion in time for a 1-2 special trip using locomotives and train establishment is not enough for Webster support its end of the road bargain. Cass handles daily crowds which number in the thousands. Webster will have great difficulty handling crowds in the dozens.

Finally, there is the operation of the scenic railroad. In the beginning the operations for the Webster Scenic Railroad will be borne by the taxpayers of Virginia. The reason is that the railroad will be as a state park with the West Virginia being possible to meet the situation cannot persist. The people of West Virginia expect to continuously operate the railroad. The train must pay for itself or there is no justification for its existence. The Cass operated in the red

COMPLIMENTS OF
Horton's Produce
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School Forestry Club, was talking

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tion, the Cass Scenic Railroad has
overcome its early deficits and is
now a permanent tourist attract-
ion for the State of West Virginia
and local residents in the Cass
area.

Because of its largeness of
scale the Webster-Randolph Sc-
enic Railroad must quickly show
a profit. Expenses will run too
high to continue taking chances that
the railroad will pay for itself.
Here is where community action
and support is essential for the
future of the railroad. Elkins and
Webster Springs must put forth
every effort to attract and keep
a tourist trade in their town.
There will be many people who
will come to both towns simply
to see the train. But these people
will come to Elkins and Webster
Springs expecting to find modern
stores stocked with modern com-
modities, or antique shops stocked
with genuine antiques. They will
probably expect to find local arts
and crafts shops and museums
containing items of local history
and culture. Here again, they will
be looking for convenient and re-

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ALONG THE SCENIC RAILROAD

by Gordon T. Hamrick

When Sheriff Given first outlined his proposed Webster-Randolph Scenic Railroad last fall to a group which was to become known as "the railroad team," Leroy Cristlip and I conceived the idea of travelling the entire length of the proposed route. Not only would we photograph all, to prepare a slide show to promote the Scenic Railroad, but we would also record our impressions in a notebook.

Since that time, I have travelled, on foot, the Scenic Railroad route from Webster Springs to Slaty Fork or Laurel Bank, if you are a railroad buff. To be sure, I did not make the trip at one time; often I traveled only a mile or so, as time and circumstances permitted. Leroy has covered the same route on foot; he has the added experience of having traveled the same route via railroad truck.

From Webster Springs to Slaty Fork, as the crow flies, is a distance of about eighteen miles. A good hiker can make it on foot in nine hours. As the Scenic Railroad winds, the distance is something nearer three times that distance. A steam engine, such as a Shay or Heisler, will require about four hours running time for the trip; additional time will be required for water stops and the inevitable photographic stops.

For his eight or ten or twelve hours traveling on the Scenic Railroad, what can the tourist expect in the way of scenery? Between Webster Springs and Slaty Fork, the increase in elevation is approximately 1150 feet; thus, the flora in the Slaty Fork area is completely different from that in the Webster Springs area. Paradoxically, the same rock formations found at Webster Springs persist along the Scenic Railroad well into Randolph

rises above drainage.

Immediately above the Greenbrier Limestone is the Webster Springs Sandstone, so named for the exposure at Lovers Leap, east of Webster Springs. This member forms the massive cliff along the Elk River, and is responsible for both the Cherry Falls of Elk and Whittaker Falls. As a rule, the Webster Springs Sandstone is a massive, hard, gray, rock, although occasionally it may be intermixed with red shales.

The above two formations are the primary rock formations along the length of the Scenic Railroad, although another limestone, thought to represent the Hinton Limestone, outcrops along the Scenic Railroad at the Kovan Syncline, opposite the high school, and again at Hickory Lick. Overlying formations are of only academic interest, since they will not be generally accessible to the traveler on the Scenic Railroad. It might be well to point out, however, that the entire Mississippian and Pennsylvanian series of rocks consist of alternating hard sandstones or limestones and red shales. Thus, the topography features steep slopes or cliffs, intermingled with broad benches.

The hard, massive, and durable character of the Webster Springs Sandstone has determined the characteristics of the topography immediately along the Scenic Railroad and has, as well, influenced the types of flora and fauna to be found in the area. Resistant to erosion, the Webster Springs Sandstone has channeled the Elk River into a narrow V-shaped valley, often only a few dozen yards across. The high cliffs formed by the Webster Springs Sandstone discourage growth of the normal flora; consequently, one can expect to find mostly lichens, mosses, hardy ferns, and possibly a few tenacious



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Tulip Tree

Shrubs:

Flowering Dog

Maple-leaved

Prickly Goose

Poison Ivy

Common Ha

Shadblow

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For the scientifically minded, the Greenbrier Limestone is the oldest rock formation exposed in Webster County - or along the Scenic Railroad, for that matter. It outcrops in the Elk River bed at Webster Springs; near Bergoo, where it is visible only during periods of low river flow; just below Whitaker Falls, on the Webster-Randolph County line; and at a point near milepost 62, where it

at the Kovan Syncline, opposite the high school, and again at Hickory Lick. Overlying formations are of only academic interest, since they will not be generally accessible to the traveler on the Scenic Railroad. It might be well to point out, however, that the entire Mississippian and Pennsylvanian series of rocks consist of alternating hard sandstones or limestones and red shales. Thus, the topography features steep slopes or cliffs, intermingled with broad benches.

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One interesting anomaly is the presence of dozens of tiny waterfalls along the Scenic Railroad. These are reminiscent of the hanging waterfalls of the Grand Canyon or Yosemite Valley. Interspaced within the waterfall, each occupying a particular niche adapted to its requirements, will be found various moisture-loving plants, the species of which varies with the season.

It is not possible to describe a "typical" forest association type

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White Ash

Wild Black Ch

Tulip Tree

Shrubs:

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Maple-leaved

Prickly Goose

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The typical

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Beech

Yellow Bir

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Black Birch

Wild Black

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Basswood

Tulip Tree

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Eastern Hem

White Pine

It is not possible to describe a "typical" forest association type

Eastern Hemlock
White Pine

on the river side, is the Cherry Falls, the Scenic Railroad follows a



WHITTAKER FALLS ON ELK RIVER although scenic is gradually wearing down into what will one day become a glorified rapid. However, for many years to come it will be noted for its scenic beauty.

Photo by G. Leroy Crislip

for crayfish at Byers, it is the fish crowd flying into the them upon the crack the sh drops down t leisurely upon On the left Bergoo, the and Curtin may be seen complex, o of the built ridge whee is covered site of the fully cover ous types including Mountain, difficulty which is at one ti lion boar largely t a few ga The cor bridges have lo shop a derelic ment. office. Hamri troyec 16, 1 shop to the Cr Leat

THE PARDEE & CURTIN LUMBER Company double-band sawmill at Bergoo
action by the camera of one of the area's early photographers during the glory
Now only ruins and memories remain.

for the Scenic Railroad for the simple reason that the railroad route travels through several different forest-type associations at different times.

A typical White Oak-Red Oak Forest Association would consist of the following species:

Trees: Dominant -

White Oak

Associate -

Northern Red Oak

Black Oak

Scarlet Oak

Shagbark Hickory

Mockernut Hickory

White Ash

Wild Black Cherry

Tulip Tree

Shrubs:

Flowering Dogwood

Maple-leaved Viburnum

Prickly Gooseberry

Poison Ivy

Common Hazelnut

Shadblow

The typical Sugar Maple-Beech-Birch Forest Association would consist of the following species:

Trees: Dominant -

Sugar Maple

Beech

Yellow Birch

Shrubs -

Black Birch

Wild Black Cherry

Northern Red Oak

Basswood

Tulip Tree

American Mountain Ash

Eastern Honeysuckle

White Pine

Shrubs:

Hobble-Bush

Striped Maple

Mountain Maple

Witch Hazel

Wild Hydrangea

Round-Leaved Gooseberry

Large-leaved Holly

Wild Red Raspberry

In the southeastern section of Webster County, the White Oak-Red Oak Forest Association is best represented; eastward, toward Randolph County and Slaty Fork, the Sugar Maple-Beech-Birch Forest Association is predominant.

The number of species of wild-flowers varies directly with the season. Records of a trip taken in early May of 1970, between Byers (mine No. 4) and Whittaker Falls, show a total of some fifty-odd identified species - and I am no botanist. There is a vast difference between having an experienced field botanist, such as William "Bill" Gillespie on hand, and having to leaf through a field guide, indentifying plants through the process of elimination.

To the traveler who has never been in the Webster-Randolph-Pocahontas area, and who is boarding the Scenic Railroad for the first time, the points of interest might be as follows: At Webster Springs, the Greenbrier Limestone in the Elk River bed, followed closely, on the right, by the Kewan Syncline. A short distance upstream, still on the river side, is the Cherry Falls. The Scenic Railroad follows a

relatively the right remains of No. 1 are tain at P river, the distance (ton), site sawmill, and Cur a clean on the S Betwe a stretch in length lined w ternati enic R of the Along ture-l gle w Deep riffer ions.

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White Oak

Associate -

Northern Red Oak

Black Oak

Scarlet Oak

Shagbark Hickory

Mockernut Hickory

White Ash

Wild Black Cherry

Tulip Tree

Shrubs:

Flowering Dogwood

Maple-leaved Viburnum

Prickly Gooseberry

Poison Ivy

Common Hazelnut

Shadbush

The typical Sugar Maple-Beech-

Birch Forest Association would

consist of the following species:

Trees: Dominant -

Sugar Maple

Beech

Yellow Birch

Associate -

Black Birch

Wild Black Cherry

Northern Red Oak

Basewood

Tulip Tree

American Mountain Ash

Eastern Hemlock

White Pine

Wild Black Cherry

In the southeastern section of Webster County, the White Oak-Red Oak Forest Association is best represented; eastward, toward Randolph County and Slaty Fork, the Sugar Maple-Beech-Birch Forest Association is predominant.

The number of species of wildflowers varies directly with the season. Records of a trip taken in early May of 1970, between Byers (mine No. 4) and Whittaker Falls, show a total of some fifty-odd identified species - and I am no botanist. There is a vast difference between having an experienced field botanist, such as William "Bill" Gillespie on hand, and having to leaf through a field guide, indentifying plants through the process of elimination.

To the traveler who has never been in the Webster-Randolph-Pocahontas area, and who is boarding the Scenic Railroad for the first time, the points of interest might be as follows: At Webster Springs, the Greenbrier Limestone in the Elk River bed, followed closely on the right, by the Kovan Syncline. A short distance upstream, still on the river side, is the Cherry Falls, the Scenic Railroad follows a

sawmill, and and Curtin a clean line on the Scer Between a stretch in length lined with ternating enic Rail of the ri Along thi ture-lovi gle with Deep po riffles; ions on

Mon ved, o seaso

The a males first f sed th inclem starts the cli to utili rocks have a and an for cr at Bye the fis flying them crack drops leasur On Berge and C may I compl of the ridge is ope site of fully s can be mitted



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who has never
...-Randolph-
...and who is board-
...road for the first
...of interest might
Webster Springs,
...in the
...closely, on
...Syncline,
...upstream, still
...the Cherry
...follows a




...with acid-loving
...emlocks.
Deep pools alternate with shallow
riffles; clouds chase their reflect-
ions on the surface of the pools.

Most resident birds have arri-
... ..
... ..
... ..

The air is full of song, as the
males serenade their mates. The
first flights of warblers have pas-
sed through; if the weather is
inclement, one looks for Red-
starts and Yellow Warblers along
the cliffs, where they congregate
to utilize whatever little heat the
rocks may contain. Fish crows
have already taken up residence
and are searching the river banks
for crayfish. Further upstream,
at Byers, it is possible to observe
the fish crows catching crayfish,
flying into the air, and dropping
them upon the "slickrocks" to
crack the shell. The crow then
drops down to the rock and dines
leisurely upon the crayfish.

On the left side of the Elk, at
Bergoo, the remains of the Pardee
and Curtin double-band sawmill
may be seen. Of the huge mill
complex, only the concrete shell
of the boiler house remains. The
ridge where the water tower stood
is covered with young timber. The
site of the waste burner is merci-
fully covered with saplings of vari-
ous types. The old railroad grades,
including the one crossing Point
Mountain, can be located only with
difficulty. The huge millyard,
which is reputed to have held
at one time more than eight mil-
lion board feet of lumber, has
largely grown up in brush, although
a few gardens are still in evidence.
The company stores, warehouses,
... ..
... ..



Bergoo, the remains of the Pardee and Curtin double-band sawmill may be seen. Of the huge mill complex, only the concrete shell of the boiler house remains. The ridge where the water tower stood is covered with young timber. The site of the waste burner is mercifully covered with saplings of various types. The old railroad grades, including the one crossing Point Mountain, can be located only with difficulty. The huge millyard, which is reputed to have held at one time more than eight million board feet of lumber, has largely grown up in brush, although a few gardens are still in evidence. The company stores, warehouses, bridges, and other improvements have long since disappeared. The shop area remains covered with derelict and rusting mining equipment. The park in the rear of the office, planted by Eli "Rimfire" Hamrick, was inundated and destroyed by the flash flood of July 16, 1970. "Rim's" park at the shop has long since fallen prey to the blade of a bulldozer.

Crossing the bridge which spans Leatherwood Creek - a bridge

(Continued on Page 15)



intended to be permanent, but today a few lines still exist. The Western Maryland utilizes part of a former logging railroad, the Greenbrier, Cheat & Elk, in the mountains of West Virginia; and the presently operating Cass Scenic Railroad uses a part of the same former rail network. Although some railroads used treated ties, usually they were cut from trees along the right-of-way and were left untreated to cut down on expenses. The rails were light and were usually relays (rails used at a previous location) fastened to the ties in often a haphazard way. Ballast was added if the company's financial condition warranted it and omitted or only added sparingly if things were a little tight. The grade was usually steep and uneven and non-cog railroads with grades as high as 14% were not uncommon. This meant that for every 100 feet travelled over the rails, the locomotive gained 14 feet elevation.

The types of locomotives used in the logging industry varied greatly. Some were simply outdated mainline locomotives, some were constructed to haul large loads on the lesser grades, and others were specialized locomotives designed to manhandle log trains over the steepest possible grades under the worst possible conditions.

The first logging locomotives came to the woods as cashoff equipment which had served its purpose on the mainline, and no longer was useful there. These once fine locomotives rarely lost much of their glamour since the logging train crews maintained a very

its run. As it steamed toward me I experienced a feeling of excitement at the sight of this huge metal beast, this strong man of logging railroads -- a throwback to an age gone by. Thundering past it showered us with smoke and cinders from the stack, and steam

A modern diesel locomotive offers from the rod type steam locomotive in that with most models prolonged overloading can be tolerated with undue loss both to effectiveness and fuel consumption. A steam locomotive with relatively small drivers - around 40 inches or less - is generally designed in such a way that its effective minimum speed is low; however, this results in a lessened maximum speed, so it becomes obvious that no one steam locomotive could perform all types of service equally well. Of course, in many instances, locomotives were pressed into such service and did perform acceptably; the fact remains that it is a mechanical impossibility for them to have given top performance in all instances.

What all this means is that steam locomotives designed to haul heavy loads at low speeds had low drivers and exerted a great amount of tractive effort. Also the top speed of these locomotives was relatively limited. Steam locomotives designed mainly for passenger or express service were constructed with drivers in excess of 40 inches (usually in excess of 50 inches) and consequently often had to be "helped" out of the yards with a pusher until the minimum effective speed was reached. The problem with these locomotives on logging operations was simply that they usually needed to run at higher speeds than were possible on the typical logging railroad.

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The first logging locomotives came to the woods as castoff equipment which had served its purpose on the mainline, and no longer was useful there. These once fine locomotives rarely lost much of their glamour since the logging train crews maintained a very marked pride in the appearance of their equipment. These locomotives, usually American Standard types, were originally designed for speeds quite in excess of that encountered in the woods. Consequently the drivers were large to allow the cylinders to create a maximum of practical movement

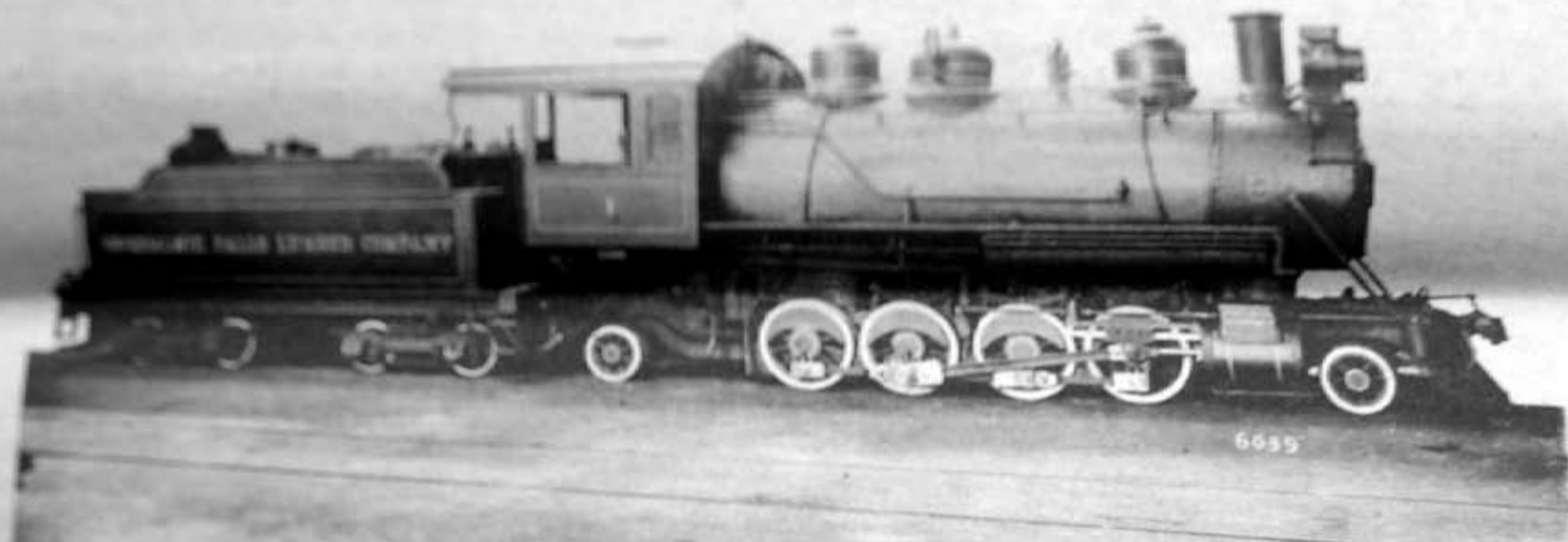
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Though the low drivered rod locomotives provided the necessary tractive effort to haul the slow and heavy log trains, they often could not make some of the tighter turns because of their long rigid frame which permitted a relatively small amount of wheel movement laterally in following the curved rails. The pilot wheels at the front of the locomotive were intended to guide



narrow-gauge locomotive was typical of those used on the logging railroads of West Virginia. This



Collection of G. Leroy Crislip

THE MIKADO TYPE locomotive here represented by number 1 of the Snoqualmie Falls Lumber Company often was used by logging operations. The low drivers on this 1916 Baldwin were designed for slow speeds and much tractive effort.

the drivers, but often this was not enough because of the binding of the drivers' flanges against the inner rail surface. When this became a problem, the flanges of some of the drivers were removed to cut down on the binding (which might result in a derailment), and such drivers were known as "bald wheels."

Also a problem with the rod-type locomotive was the uneven exertion

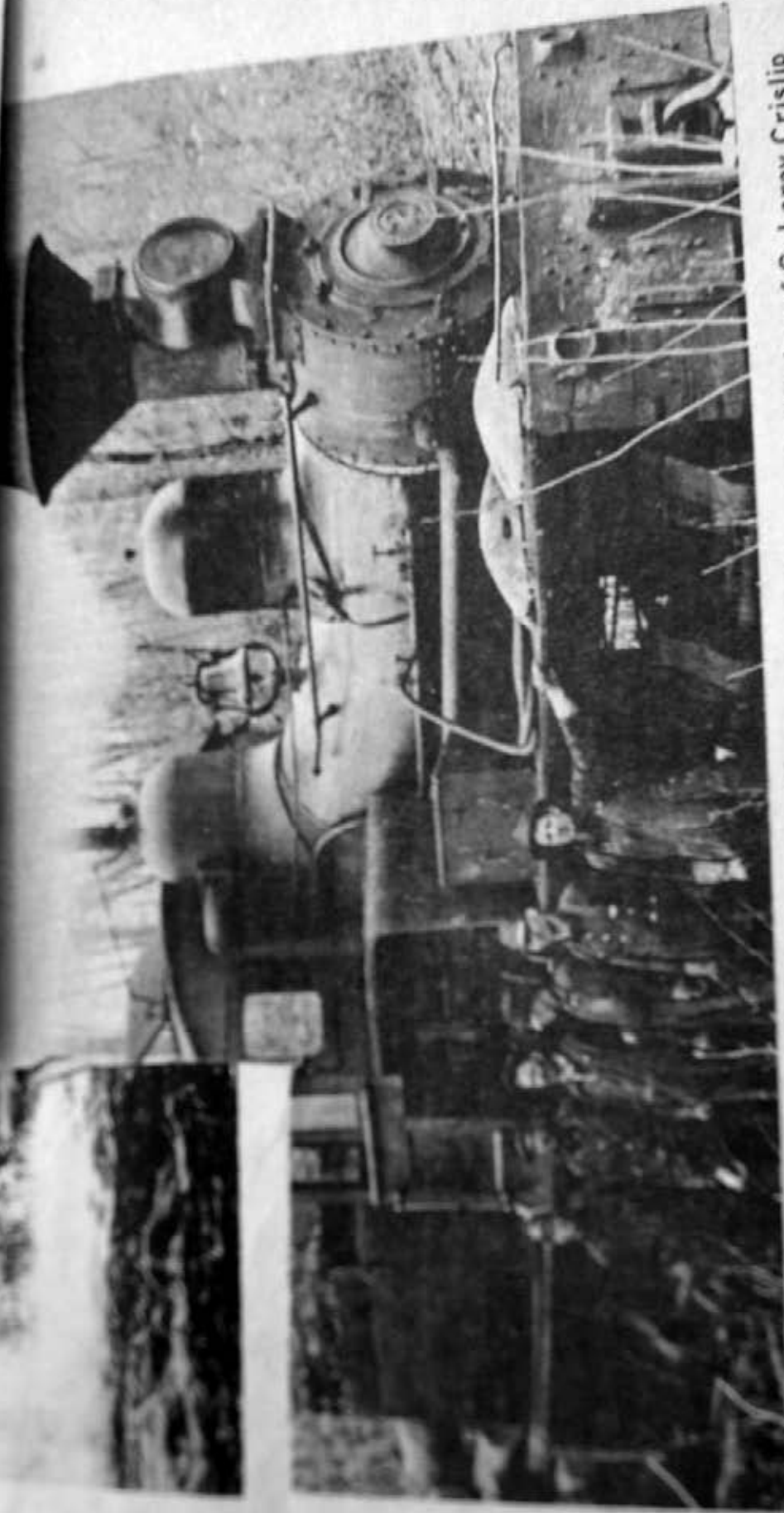
of tractive force created by the nature of the horizontal rod movement during which certain losses of power occurred. What was obviously needed was a locomotive capable of maintaining a constant tractive effort at a given speed with almost no slippage or loss of power.

On July 17, 1893, a man was born who would apply his inventive genius to this problem—this man

was Ephraim Shay. Throughout his lifetime he was a teacher and a doctor, served with the Union Army Corps of Engineers in the Civil War, and eventually became a timberman near Cadillac, Michigan. There he encountered the same difficulties which had plagued loggers for years. In Shay's own words, "The big problem in logging was, and still is, how to get the
(Continued on Page 4)



Collection of G. Leroy Crislip
 Pittsburg & Gulf, American Standard type locomotive built by Baldwin in
 ve which was often found working on logging railroads. The high, 53-inch
 highest wheels than used on most locomotives.



Collection of G. Leroy Crislip
 THIS IS A CLASS B Shay locomotive owned by the Pardee & Curtin Lumber Company. This
 narrow-gauge locomotive was typical of those used on the logging railroads of West Virginia.



to irregularly log trains over the steepest possible grades under the worst possible conditions.

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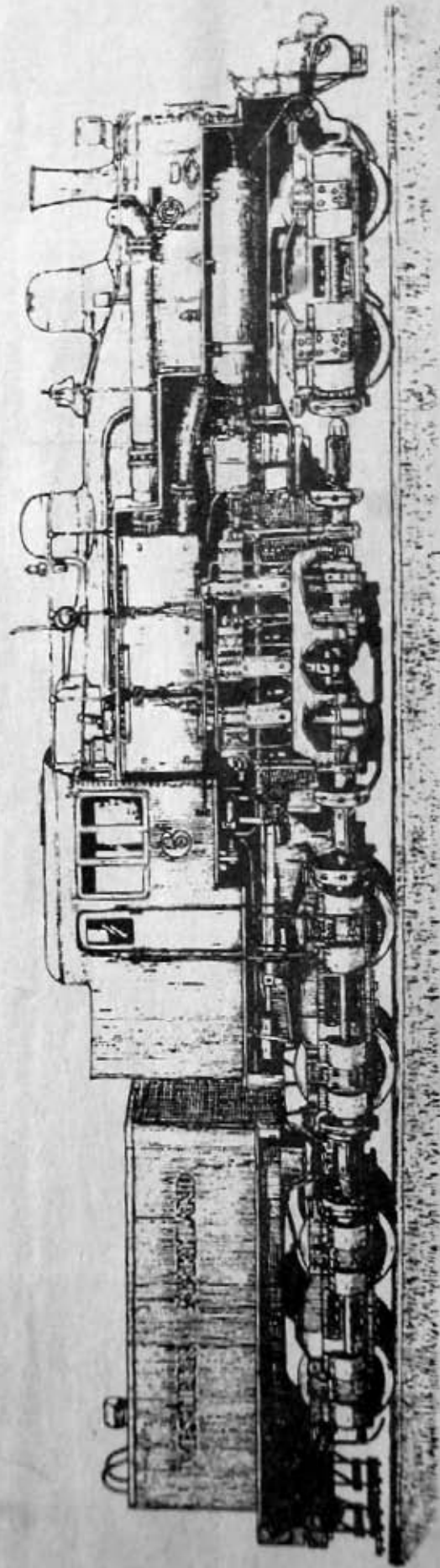
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(Continued on Page 4)



G. Leroy Crislip

WESTERN MARYLAND'S SHAY Number 6 was the largest stock Shay ever constructed and also the last. It was second in size only to Greenbrier, Cheat & Elk's number

12 which was modified at Cass to weigh 203 tons as compared to number 6's 162.

LOGGING LOCOMOTIVES

(By G. Leroy Crislip - Continued from Page 3)

logs out of the woods." Winter had been the time when most loggers moved the logs out of the woods on horse-drawn sleds pulled over the frozen ground; however, mild winters were a major problem in the 1870's, and Shay attempted to find a solution.

He experimented first with a horse-powered tramway, and later with a locomotive-drawn train using wooden rails. Finding that the lack of flexibility of the locomotive caused considerable trouble, he constructed in such a manner that it might be the answer, and with this in mind worked during the winter of 1873. Encountering more problems than he had originally imagined, his work continued for five years until the design had changed considerably. Many of the parts for this locomotive were constructed or modified by Carnes, Harper & Company of Lima, Ohio, later to be known as the Lima Locomotive Works - the builders of Shay locomotives.

The effectiveness of the design once proven, other timbermen asked Shay to construct locomotives for them, but he refused and sent them to what was then the Lima Machine Works where a form of the Shay was constructed. On June 14, 1881, Shay obtained a patent on his locomotive, and exclusive manufacturing rights were given to Lima which eventually purchased the patents.

The design of the Shay locomotive changed many times as it evolved from upright-boilered locomotives built on small flatcars

side) and below the large steam dome. A pipe carried the compressed steam from this down to the cylinders. The three cross-heads of the cylinders extended downward, and the pistons moving up and down caused the connecting rods to turn a three-cranked shaft which was held in a frame bolted to the lower part of the main frame.

The valve action or link motion was operated by eccentrics which connected to the main crank (below rear of the crankshaft with universal couplings placed along them to allow the shaft to bend and continue to drive the wheels when the locomotive travelled around sharp turns. The wheels were set in pivoting trucks in groups of four with the two on each side connected to those on the opposite side by solid axles. The outer surface of the wheels on the right side of the locomotive was grooved to accept a gear or bevel which was fastened to the outer part of the truck, and connected to the horizontal drive shaft. When this shaft turned, it caused all the wheels to turn - hence, all-wheel drive.

The coal was carried in a bunker directly behind the main part of the cab, and the water was contained either in a compartment in the same section as in the Class A and B two-truck models or in a separate, rectangular tank mounted on its own truck with the Class C model and on two trucks with the Class D version. The wheels under this tank were also driven



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The design of the Shay locomotive changed many times as it evolved from upright-boilered locomotives built on small flatcars to the world's largest and last stock Shay, class 150-3 (Class C), number 6, weighing 162 tons (according to the Baltimore & Ohio), built for the Western Maryland Railroad in 1945, and presently preserved in operating condition in the Baltimore & Ohio Railroad Museum, Baltimore, Maryland. The world's largest Shay was the Greenbrier, Cheat & Elk Railroad's number 12 which left Lima weighing 150 tons. Upon its arrival at Cass, West Virginia, it was converted from a Class C, three-truck Shay into a massive Class D, four-truck model weighing 203 tons including coal and water. The Shay regardless of size was not only the first but also the classic example of the geared locomotive type.

Shays resembled traditional locomotives in the sense that they had a boiler, cab, tender, and the usual accessories, but from there on, the difference was marked. They looked top-heavy since the

in pivoting trucks in groups of four with the two on each side connected to those on the opposite side by solid axles. The outer surface of the wheels on the right side of the locomotive was grooved to accept a gear or bevel which was fastened to the outer part of the truck, and connected to the horizontal drive shaft. When this shaft turned, it caused all the wheels to turn - hence, all-wheel drive.

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Shays could take on water almost anywhere there was a large puddle since all that needed to be done was to lower a hose into the water and start the pump. Also



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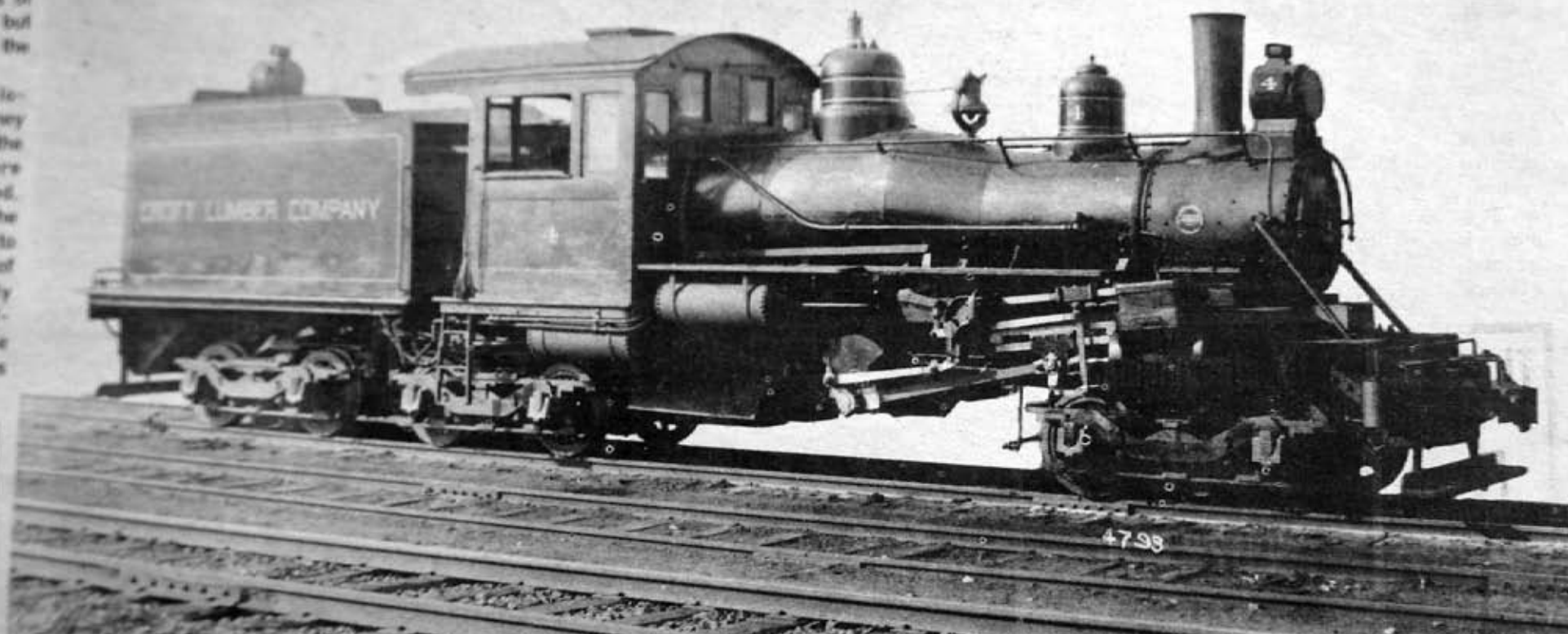
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woods alongside the tracks, the Shays could extinguish the blaze by a similar method. Shays could run equally well forward or backward and all in all they were remarkably effective at providing the maximum possible constant

and could outpull rod locomotives weighing as much as 100,000 pounds more.

The success of the Shay prompted other manufacturers to attempt to get "a piece of the action," and several builders entered the

there were several versions of geared locomotives, the most noteworthy were the Heisler and Climax, with it being worthwhile to note the Willamette for its similarity to the Shay and the Baldwin. (Continued on Page 5)



Collection of G. Leroy Crislip

CROFT LUMBER COMPANY'S BALDWIN geared locomotive, number 4, is basically a copy of the Climax type. Few variations were easily visible.

WHITE CHEVROLET

Chevrolet

Oldsmobile

Pontiac

SALES & SERVICE

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MAYTAG WASHERS AND DRYERS



Collection of Earl Cool
THE CLIMAX TYPE LOCOMOTIVE was similar to the Heisler with the main difference being the arrangement of the cylinders and the transfer of power to the driveshaft.

when a spark set a fire in the woods alongside the tracks, the Shays could extinguish the blaze by a similar method. Shays could run equally well forward or backward and all in all they were remarkably effective at providing the maximum possible constant

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The success of the Shay prompted other manufacturers to attempt to get "a piece of the action," and several builders entered the

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(Continued on Page 5)

coal was carried in a bunk-
sully behind the main part
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same section as in the Class
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Collection

THE CLIMAX TYPE LOCOMOTIVE was similar to the Heister with the main difference the arrangement of the cylinders and the transfer of power to the driveshaft.

Elkins to Spruce

(By G. Leroy Crislip - Continued from Page 12)

in the Western Maryland timetable, to take on water for the Heisler. Unfortunately, the passengers were not allowed to leave the cars; if they had, they could have witnessed an event which has almost disappeared from the American scene.



Photo by G. Leroy Crislip
RON HARDWAY rests up for the day ahead.

After taking on water we headed up the tracks toward Elk River Junction located 20.8 miles from Elkins. Arriving at that point the train stopped on the bridge across which went the tracks to Webster Springs; the other bridge slightly upstream, carries the tracks which lead to Durbin and eventually to Cass over part of the Chesapeake and Ohio Railroad. As the train ground to a halt I headed for the door of the caboose and found that on one side of the train there was a drop of what appeared to be severely frost. After the train moved up slightly, Phil asked John Killoran, W. Va. State Parks Promotion Officer - Department of Natural Resources, if there would

Randolph Scenic Railroad later during the day when there was more time.

Mr. Killoran, Gordon, Phil, and I positioned ourselves at one end of the bridge and waited while the GP 9 uncoupled from the train, and the Heisler backed across the bridge to perform for the cameras. With a grinding of wheels, a hissing of steam, and a mighty roar accented by a huge cloud of smoke and a shower of cinders, the world's largest existing Heisler began its run. As it steamed toward me I experienced a feeling of excitement at the sight of this huge metal beast, this strong man of logging railroads -- a throwback to an age gone by. Thundering past it showered us with smoke and cinders from the stack, and steam and water from the cylinders. We could feel the heat from the inferno within it as the fireman shoveled in the coal to feed the fire which heated the water and created steam. This was railroading at its best, and we enjoyed every moment of it.

A short distance up the tracks, the Heisler left us and headed on its solitary way to Cass leaving behind GP9 and many fond mem-



ories in the hearers.

After collecting the train travelers the train traveled to the High Falls. This would not be a scheduled stop. Randolph Scenic it is a spot of un with the clear over the rocks the sunlight and ribbon of silver into the mist.

This time, tat and food was s several lunch were here Sher several tourist ryland official tenant J. H. Sny



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Photo by G. Leroy Crislip
CLIFF CARPENTER and Gordon Hamrick discuss the Webster-Randolph Scenic Railroad.

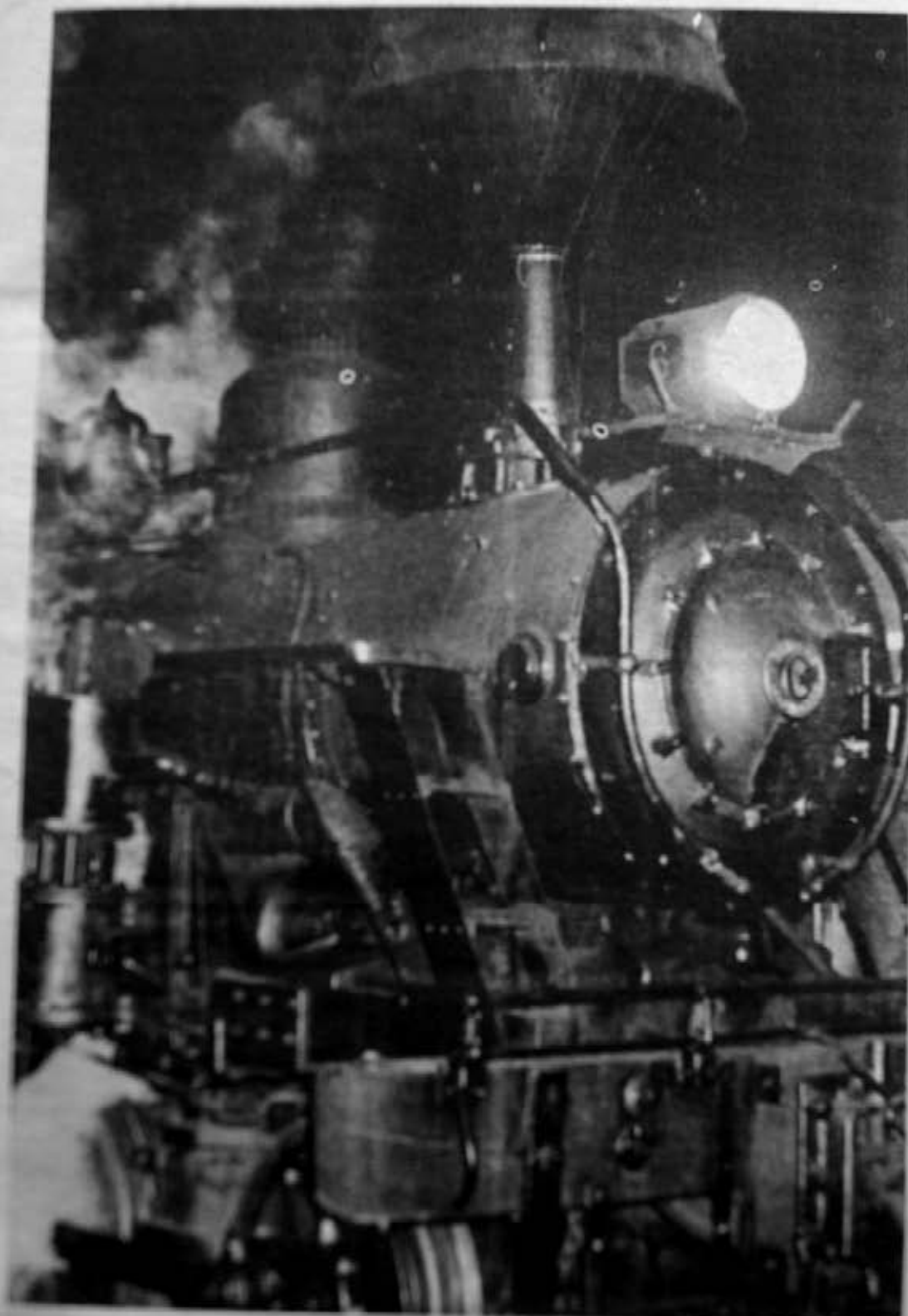


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Photo by G. Leroy Crislip
CLIFF CARPENTER and Gordon Hamrick discuss the Webster-Randolph Scenic Railroad.



WEBSTER-RANDOLPH SCENIC RAILROAD engine number 6, fires up before dawn at Elkins.

Dunham, Roundhouse at Elkins, the Western Maryland at Elkins with Mr. Dunham, it was so cold when that he had put some of one of the cars full of people from slipping. had frozen during

Shortly M. W. L. master of the Webster-Randolph Scenic Railroad at Elkins (whom I doubt remember a party making the trip from Webster Springs) announced that it was and amid grabbing sandwiches and cameras, our party train. I felt more the eventual outcome knowing that the

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hilaration of this huge
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is railroading
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Photo by G. Lero
THE HIGH FALLS ON SHAVER'S FORK of Cheat River - a stop on
the future Webster-Randolph Scenic Railroad.

ories in the hearts of the passen-
gers.

After collecting the photograph-
ers the train travelled on upstream
to the High Falls of Shavers Fork.
This would no doubt be one of the
scheduled stops on the Webster-
Randolph Scenic Railroad since
it is a spot of unique scenic beauty
with the clear water cascading
over the rocks while reflecting
the sunlight and appearing like a
ribbon of silver which disappears
into the mist and water below.

This time, tables were unloaded
and food was sold for the first of
several lunch stops. While we
were here Sheriff Given talked with
several tourists and Western Mar-
yland officials including Lieu-
tenant J. H. Snyder of the Western
Maryland Police Department; Carl
Dunham, Roundhouse Foreman at
the Western Maryland's Elkins
yards, and Carl T. Shank, Super-
intendent of Shops of the Western
Maryland at Elkins. While talking
with Mr. Dunham, I learned that
it was so cold when the trip began
that he had put sand on the floor
of one of the cars to prevent peo-
ple from slipping on the ice which
had frozen during the night.

Shortly Mr. W. Utterback, Train-
master of the Western Maryland
at Elkins (whom the reader will no
doubt remember as being one of the
party making the inspection trip
from Webster Springs to Spruce),
announced that it was time to leave,
and amid grabbing a few last
sandwiches and holding on to our
cameras, our party boarded the
train. I felt more confident about

ern Maryland were keeping wat-
chful eyes on the proceedings.

At Linan what appeared to be a
public relations move took place
when the train stopped, and the
passengers were allowed to in-
spect the site of the Linan Smoke-
less Coal Company's mine which
was closed because of siltation
in Shaver's Fork by the Water
Resources Division of the De-
partment of Natural Resources.
The equipment at the mine was
almost spotless, and many struc-
tures were painted green "to har-
monize with the surroundings," but
basic black might better blend in
with the future surroundings.

Eventually we managed to get
away from the mine and headed
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As we returned to Spruce, I
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and took several lunch stops. While we were here Sheriff Given talked with several tourists and Western Maryland officials including Lieutenant J. H. Snyder of the Western Maryland Police Department; Carl Dunham, Roundhouse Foreman at the Western Maryland's Elkins yards; and Carl T. Shank, Superintendent of Shops of the Western Maryland at Elkins. While talking with Mr. Dunham, I learned that it was so cold when the trip began that he had put sand on the floor of one of the cars to prevent people from slipping on the ice which had frozen during the night.

Shortly M. W. Utterback, Trainmaster of the Western Maryland at Elkins (whom the reader will no doubt remember as being one of the party making the inspection trip from Webster Springs to Spruce), announced that it was time to leave, and amid grabbing a few last sandwiches and holding on to our cameras, our party boarded the train. I felt more confident about the eventual outcome of the trip knowing that the men of the West-

with the future surroundings.

Eventually we managed to get away from the mine and headed upstream into relatively unspoiled wilderness which increased in beauty as the train drew nearer to Spruce. We arrived there at 2:15 p.m. and travelled on to the Big Cut of the former Greenbrier, Cheat & Elk which was dug mainly by hand in 1910. This was the stopping point for this trip, but if the Webster-Randolph Scenic Railroad becomes a reality, passengers could continue to ride down the mountain to Elk River and eventually to Webster Springs.

As we returned to Spruce, I noticed smoke from one of the Cass Scenic Railroad Shays on Bald Knob and could not help but think of the thrill one would have riding to Spruce from either end of the scenic railroad and then riding the Cass Scenic Railroad to the summit of the mountain. With the laying of 1.2 miles of track between Spruce and Old Spruce to connect the two railroads this could be done.

While the GP9 travelled the run-around to position itself at what had been the rear but would now become the head of the train, food was once again brought forth, and lines began to form. Many people took time to inspect the site of the former boom town of the logging days and marvel at the beautiful scenery near the headwaters of Shaver's Fork.

At 3:00 p.m. we boarded the train, and at 3:15 p.m. moved slowly out of Spruce heading down Shaver's Fork toward Elkins. This

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Cherry Falls Ente

Photo by G. Leroy Crislip

THE HIGH FALLS ON SHAVER'S FORK of Cheat River - a stop on future Webster-Randolph Scenic Railroad.

passengers in western Maryland were keeping watchful eyes on the proceedings.

At Linan what appeared to be a public relations move took place when the train stopped, and the passengers were allowed to inspect the site of the Linan Smokeless Coal Company's mine which was closed because of siltation in Shaver's Fork by the Water Resources Division of the Department of Natural Resources. The equipment at the mine was almost spotless, and many structures were painted green "to harmonize with the surroundings," but basic black might better blend in with the future surroundings.

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was the time for relaxation, catching up on notes, and for some of our group, a time to catch up on sleep missed in the morning. After taking a few last photographs I too settled down and completed my notes. The remainder of the trip was typical of every day railroading with the "crew" riding and swapping tales in the caboose at the end of the train.

We rode the last eight miles into Elkins on the front vestibule of caboose number 1826, experiencing once again the thrill of travelling through the tunnel and then coming slowly into Elkins gradually coming to a stop where it had all started several hours before. Then, as the sun was slowly setting in the west and night was coming on, we departed the caboose which had been our home for a short time.

As the glow of the sunset added the final mark of punctuation to a day well spent, we turned our faces away from the train and drifted off into the early-evening gloom, tired by refreshed with the knowledge that we had relived if only for a brief time the glory days of the logging railroad. Now we must work to give more people a chance to have this experience for were it not for occasional association with the past, mankind would lose track of his position in both time and the progression of civilization. It is perhaps a measure of the present for one to be able to glimpse the past.

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